

AMERICAN
RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

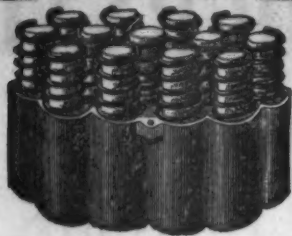
SATURDAY, JULY 3, 1869.

Second Quarto Series, Vol. XXV., No. 27.—Whole No. 1733, Vol. XLII.

New-York :

JOHN H. SCHULTZ, PUBLISHER AND PROPRIETOR,

No. 9 Spruce Street.

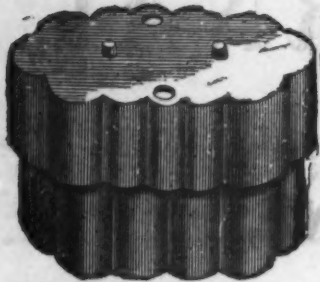


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ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXV., No. 27.]

SATURDAY, JULY 3, 1869.

[WHOLE No. 1,733, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, July 3, 1869.

From the Pittsburg Chronicle June 25.

Pittsburg, Fort Wayne and Chicago Railway Lease.

Yesterday we gave a brief record of the proceedings of the adjourned meeting of the annual meeting of the stock and bondholders of the Pittsburg, Fort Wayne and Chicago Railway. The stock vote, which was in progress at the time we went to press, was called on the following resolutions:

Resolved, That we, the stock and bondholders of the Pittsburg, Fort Wayne and Chicago Railway Company, hereby assent to and approve of the lease of the railways of said company to the Pennsylvania Railroad Company for the period of nine hundred and ninety-nine years, upon the terms and conditions, and for the annual rental reserved and mentioned in a certain Indenture of Lease thereof, bearing date on the 7th day of June, 1869, executed by or on behalf of the said Pennsylvania Railroad Company and now submitted to us; and that we hereby assent to and approve of the execution and delivery of such lease on behalf of the said Pittsburg, Fort Wayne and Chicago Railway Company: *Provided*, however, That this assent and approval shall not be construed to waive, alter or impair the existing liens of the respective deeds of trust or mortgage by which the payment of the respective bonds are secured; but that this assent and approval is ex-

pressly declared and is given upon the condition that the said lease shall be and shall ever be deemed and taken to be subordinate to the aforesaid liens.

Resolved, That the assent of the stockholders is hereby given to the making, by the Board of Directors of this company, of such contract, as is contemplated in article thirteenth of the lease this day submitted, upon the terms and conditions, and upon the approval and assumption by the lease, as in the said article contemplated.

Resolved, That inasmuch as in and by the provisions of the lease of the railway of this company to the Pennsylvania Railroad Company, after satisfying the liabilities of the company for interest and sinking funds, a perpetual dividend fund is provided adequate to pay twelve per cent. upon the existing stock of this company, free and clear of all taxes which may operate as a deduction from the said dividends, it is expedient that a guaranteed stock entitled to dividends at the rate of seven per cent. per annum, payable quarterly in such form and with such guarantee as the Board of Directors may prescribe, and of such aggregate amount as the annual rental \$1,300,000 shall suffice to pay dividends upon, at the aforesaid rate of seven per cent. per annum, shall be created, and that the same shall be issued in substitution of the now existing stock, in such manner and on such terms as the Board of Directors and such committee or officers as they may designate are hereby vested with all powers which the stockholders can confer, and which may be necessary or proper to carry the substitution into complete effect.

A motion was made and carried to vote by ballot on the three propositions severally.

The voting was not concluded until a late hour in the afternoon, when the meeting adjourned to assemble this morning at 10 o'clock to receive the report of the tellers.

It is supposed that about \$15,000,000 of share and bond capital voted at the meeting yesterday of which over \$14,000,000 voted in favor of the lease, and less than \$1,000,000 against it, the larger portion of the latter sum being voted, it is said, by the President.

This morning, at 10 o'clock, according to adjournment, the tellers assembled and made their report.

The vote stood as follows:

On the first resolution, 179,701 for, and 7,217 against.

Second resolution, 186,918 for, and none against.

Third resolution, 162,636 for, and none against.

In the meeting of the first and second bondholders, the vote stood about in the same proportion.

At the meeting of the Directors of the road, the usual quarterly dividend of two and a half per cent. was declared, anticipatory of the 16th of July.

We presume that, under the terms of the lease, the active operations of the road will fall into the hands of the lessees, the Pennsylvania Railroad Company, on the 1st of July, General Cass still retaining his position as President of the Pittsburg, Fort Wayne and Chicago Railway, in which capacity he has so long been identified with the interests of that corporation and the business history of Pittsburg.

In this connection, we may state that the Grand Rapids and Indiana Railroad is being pushed forward with great energy on the part of Mr. Cass, the President, northward from Fort Wayne to the Upper Lake country. His energy, as President, joined with that of Mr. J. L. Williams, of Fort Wayne, as Receiver, has built within the last three months twenty miles toward Grand Rapids, and placed twenty miles more under graduation, to be completed within the next three months. This whole route toward Grand Rapids will be completed this year, and will form another great link of transportation and traffic with the Pittsburg, Fort Wayne and Chicago Railway at Fort Wayne.

Grand Rapids and Indiana Railroad.

The Kalamazoo Telegraph says that the Pennsylvania Railroad Company has agreed to indorse the bonds of the Grand Rapids and Indiana Railroad Company, and is confident that the speedy completion of the railroad is assured by this endorsement. It would be valuable to the Pennsylvania as a feeder to its lines east of Fort Wayne. The last Michigan Legislature gave the company a land grant, on condition that it should complete 20 miles of the road north of Cedar Springs, which itself is 20 miles north of Grand Rapids, by the 1st of July this year. On the 22d ult. this section was completed and a train ran over it. Work on the next section is to be commenced immediately.

Gen. E. M. Law has been appointed Superintendent of the Charlotte and Augusta Railroad.

Canadian Railway Returns.

The earnings of the Railways of Canada for the month of May, 1868 and 1869, were as follows:

	1869.	1868.
Great Western.....	\$294,658	\$280,992
Grand Trunk.....	736,917	646,824
London and Port Stanley....	3,371	3,642
Welland.....	9,201	10,793
Northern.....	81,906	74,671
Brockville and Ottawa.....	19,344	16,556
St. Lawrence and Ottawa....	14,688	10,263
St. Lawrence and Industry..	989	1,027
New Brunswick and Canada..	12,324	11,273
European & North American	17,190	14,746

Toledo, Wabash and Western Railway.

The gross income of this company for the fiscal years ending December 31, 1867 and 1868, was as follows:

	1867.	1868.
From passengers.....	\$1,213,525 43	\$1,224,681 51
" freight.....	2,364,225 40	2,542,742 91
" mail.....	52,000 00	70,412 49
" express.....	148,385 52	89,163 97
" miscellaneous..	31,217 23	86,207 10
	\$3,809,353 58	\$4,013,207 98

Expenses, viz:

Renewal of iron and superstructure....	\$264,912 93	\$287,064 04
Maintenance of roadway and structures	633,491 20	624,579 41
Maintenance of cars, engines, etc.....	449,469 34	489,389 66
General transportation expenses.....	1,439,008 85	1,488,586 68
	\$2,786,882 32	\$2,889,619 79

Leaving a net income of.....\$1,022,471 26 \$1,123,588 19

Compared with the previous year, the gross earnings of 1868 show an increase of \$203,854 40; with an increase in expenses of \$102,737 47—making the increase of net earnings, \$101,116 93.

The receipts and expenditures during the year were as follows:

RECEIPTS.	
Gross income, as above.....	\$4,013,207 98
From consolidated mortgage bonds.	615,000 00
Bills payable.....	1,308 00
Materials and supplies, less than 1867	24,546 80
Fuel, less than 1867.....	6,848 42
Cash, (balance of 1867).....	151,171 98
Wabash elevator stock, (sold).....	10,000 00
From Connecting roads (balance of 1867).....	35,000 11
Total.....	\$4,857,083 29

EXPENDITURES, &C.	
Operating expenses, as above.....	\$2,889,619 79
Equipment.....	19,300 83
Construction.....	284,180 88
Interest less unpaid coupons.....	1,181,330 03
Jacksonville Depot Company.....	1,765 48
Quincy Railway Bridge Co.....	1,800 00
Meredosia Bridge Co.....	15,184 90
Hannibal and Naples R. R. Co.....	3,669 00
Bills payable of 1867, paid.....	15,420 00
Coupons of past year paid.....	16,030 00
Cash on deposit.....	108,077 43
269 sinking fund bonds paid off....	269,000 00
Due from connecting roads, individuals, &c.....	22,759 22
Due from U. S. Post Office &c.....	28,945 73
Total, as above.....	\$4,857,083 29

The earnings of the road, for the current year, show a very gratifying increase of \$203,854 40 over the earnings of the preceding year, and are largely in excess of any corresponding period in the history of the company. However, owing to causes that were extraneous and beyond our own control, the results of the year have hardly been commensurate with the vast amount of actual service performed. The prevalence of a most vicious

competition at all principal cities at the East during a large portion of the year, for the through traffic, and carried to an extent as to involve a positive loss upon the business done, has seriously depressed the aggregate earnings of our own line, as I dare say it has that of all others. It is to be much regretted that harmony and community of interest between the various lines, furnishing outlets to common points or markets, cannot be more permanently established in these matters, so that these frequent and disastrous conflicts for business might be avoided.

Another source of depression to our earnings is found in the failure of Eastern lines to receive and forward with promptness and despatch, our eastward-bound freight, the neglect of which has caused damaging blockades at Toledo, and consequent stagnation and paralysis of business all along the line of our road. The losses and injury entailed upon Western lines from this cause, are of a very serious character indeed, but no doubt will have to be borne until the managers of Eastern roads shall come to understand and appreciate, the ever-increasing demand for transportation facilities, created by the vast and constantly increasing agricultural productions of the West, and when so apprehended, shall promptly and adequately meet these demands.

Our prospects for a large and prosperous traffic for the incoming year, are singularly bright and encouraging. It is believed there was never before so large an area of our country in wheat at this season, as now, and all agree that the wheat sowed last Autumn, is looking remarkably thrifty and promising. Unless some disastrous blight shall yet be experienced, we shall harvest more wheat in 1869 than in any former year. The larger portion of the corn crop of last season, confessedly an abundant one, still remains in the hands of the producers, and fully one-half of the wheat crop is likewise held in reserve, and to come forward. We have also the usual accumulations of beef, pork and other miscellaneous freight upon the line, sufficient to swell the business of our road beyond that of any previous year.

The local traffic of our road, in all its various branches, indicates a constant and gratifying increase with each returning season, and its continued increase will be fully assured, as the rich and fertile country contiguous to it, becomes more populous and its resources more fully developed. It is in view of this, that we are inspired with confidence as to the future success of our line, since it may be assumed as an axiom of universal experience, that the profitability of a railway actually depends upon the volume and character of its strictly local traffic.

During the present year a contract was entered into between this company and the Hannibal and Naples R. R. Co., the Hannibal and Central Missouri R. R. Co., and the North Missouri R. R. Co., whereby it was agreed in consideration of the covenants of these companies, that on the completion of the lines connecting Naples with Moberly, on the North Missouri Railroad, and the several companies uniting in forming a continuous through line to Kansas City, mutually co-operative and on a pro-rata basis, that this company would procure a certain amount of pecuniary aid for building the line, and assist in the construction of a bridge to Hannibal, and also on the completion of the road as far West as Hannibal, would furnish equipment and operate the same under a lease or division of the gross earnings.

The Hannibal and Naples Division of the line is now rapidly approaching completion; more than one-third of the iron has already been laid, and it is confidently expected that during the month of July next, the road will be ready for the running of trains over its whole length, from Naples to Hannibal.

The line from Hannibal to Moberly is also under contract, and though work has been delayed by the unfavorable weather of the winter, so large a force has now been distributed over the whole distance, as to make it certain that the grading can be completed within the year. The iron, equipment, &c., for this portion of the road is now

being secured and will be delivered as soon as required. The completion of this work insures to our road, a line to Kansas City and Leavenworth, forty-three miles shorter than *via* Quincy, forty-five miles than *via* Saint Louis, and the shortest and most eligible route from New York, Boston, Philadelphia and Eastern cities, to Northern Missouri, Kansas, and the principal towns upon the Upper Missouri River. The importance of this connection to our road cannot be over-estimated.

Another equally important arrangement for our company has recently been concluded, having for its object the building of a direct line of railway, connecting with our road at the city of Decatur, and running thence to the city of Saint Louis. The means required for this undertaking have already been provided, and upon the consummation of some preliminary contracts with several counties and towns immediately interested, the work will be commenced and prosecuted to completion with the utmost degree of energy. As soon as the completion of this road is accomplished, it is to be operated by our company, and in fact is to be incorporated into our own line, in virtue of an agreement of consolidation already executed. The line of this proposed road passes through one of the richest and most productive portions of Illinois, and with Saint Louis as its terminal and objective point, we have every reason to expect from it, an accession to all branches of our traffic, far beyond and surpassing anything hitherto experienced upon our road.

We have also additional grounds for confidence in the future business of our road, by the building of a railway bridge across the Mississippi River at Keokuk, and which is now, already in process of construction. By the construction of this bridge, we are brought into immediate connection with the Des Moines Valley Railroad, and thence to the extensive grain and stock growing regions of Central and Southern Iowa, a source from which we are now deriving a valuable traffic, and which will be very materially increased when the expense, detentions and other inconveniences incident to transfers by ferry, are surmounted.

The advantages attainable to our road by the construction of the Attica and Rockville Railway, were referred to in a former annual report, and the subject continues to be invested with much importance. The company in charge of this enterprise are still making exertions to secure means sufficient to build the line, and with the progress thus far made, they feel encouraged of ultimate success.

The year has been marked by an unusual exemption of accidents, and trains have been run with signal promptitude and regularity, which affords gratifying evidence of diligent care on the part of those immediately in charge of the road and trains.

Our capital stock, both general and preferred, is unchanged since the late annual report. The funded debt is changed by the payment and cancellation of the outstanding \$269,000 of sinking fund bonds.

We close our fiscal year without any floating debt whatever, and with a liberal balance of cash on hand.

The length of road operated is as follows: in Ohio, 75.5 miles; in Indiana, 166.9 miles; Main road in Illinois, 212.4 miles; Keokuk branch, 41.2 miles; Naples branch, 4 miles; Camp Point to Quincy, (leased) 22 miles—total length of road operated, 522 miles. Three passenger coaches, 60 box freight, 6 mail and baggage and 35 other cars have been built at the shops of the company during the year; and there have been entirely rebuilt, or received general repairs, 20 passenger, 4 sleeping, 19 baggage and mail, 213 box freight, 26 stock, 29 flat, and 85 other cars. The equipment now comprises 105 locomotives, 48 passenger, 4 smoking, 29 mail and baggage, 1,077 box freight, 404 stock, 243 platform, 148 coal, 44 caboose, and 30 dumping cars. During the year 37 miles of new iron have been put in the track,

and 50 miles of iron taken out, repaired and replaced. Four miles of new steel rails have been put in the track; 8½ miles new side tracks built; 148,919 new cross-ties; 4 new passenger and 4 new freight buildings; 36 miles of fences; 1,000 feet truss bridges; 1,200 feet stringer bridges; and 2,780 feet bridges covered. The number of miles run by locomotives has been 1,133,321.

INCOME ACCOUNT.

Net income, as above.....\$1,123,588 19
Balance from previous year.....491,512 82
Consolidated mortgage bonds sold.. 615,000 00

\$2,230,101 01
Construction and equipment\$303,481 71
Sinking fund bonds paid269,000 00
Interest.....1,226,622 53
Balance430,996 77
\$2,230,101 01

TREASURER'S GENERAL BALANCE.

Road bed and equipment.....\$21,550,000 00
Messrs. Griswold, White and Worden
Trustees.....1,195,000 00
Materials on hand.....135,168 28
Fuel on hand.....102,194 38
U. S. Post office department.....28,945 73
Bills receivable.....7,209 53
Equalization account.....34,574 08
Uncollected freight earnings.....623 43
Meredosia Bridge.....49,813 67
Hannibal and Naples R. R. Co.....13,669 00
Illinois and Miss. Telegraph Co.....11,950 00
Jacksonville Depot Building Co.....3,765 48
Quincy Railroad Bridge.....3,900 00
South Shore Line.....800 00
Sundry balances.....14,126 26
Cash on deposit.....108,077 43
\$23,259,817 27

General stock.....\$5,700,000 00
Preferred stock.....1,000,000 00
First Mortgage Bonds, Toledo and
Illinois R. R. Co.....900,000 00
First Mortgage Bonds, Lake Erie,
Wabash and St. Louis R. R. Co.....2,500,000 00
First Mortgage Bonds, Gt. Western
R. R. Co. (east of Decatur).....45,000 00
First Mortgage Bonds, Gt. Western
R. R. Co. (west of Decatur).....1,000,000 00
First Mortgage Bonds, Gt. Western
R. R. Co. of 1859.....2,500,000 00
First Mortgage Bonds, Quincy and
Toledo R. R. Co.....500,000 00
First Mortgage Bonds, Illinois and
Southern Iowa R. R. Co.....300,000 00
Second Mortgage Bonds, Toledo &
Wabash R. R. Co.....1,000,000 00
Second Mortgage Bonds, Wabash
and Western R. W. Co.....1,500,000 00
Second Mortgage Bonds, Gt. West-
ern R. R. Co. of 1859.....2,500,000 00
Equipment Bonds, Toledo and Wa-
bash R. W. Co.....600,000 00
Consolidated Mortgage Bonds, To-
ledo, Wabash and Western R. W.
Co.....2,700,000 00
Coupons 1865-67.....48,210 74
Bills payable.....1,303 00
Balance of income account.....430,996 77
\$23,259,717 27

President.—AZARIAH BOODY.

Ass't President.—WARREN COLBURN.

Directors.—Azariah Boody, Isaac H. Knox, A. M. White, William Kidd, James R. Jesup, Abraham B. Baylis, Theron R. Butler, Wm. I. Schenck, New York; Wm. Mason, Taunton, Mass; George Cecil, Logansport; C. M. Smith, Springfield; C. A. Savage, Quincy; Warren Colburn, Toledo; James Spears, Lafayette; J. N. Drummond Toledo.

Secretary and Treasurer.—J. N. DRUMMOND.

Gen'l Superintendent.—GEORGE H. BURROWS.

European and North American Railway.

The Annual Meeting of the stockholders of the European and North American Railway for extension westward from St. John, was held at St. John, N. B., on the 16th ult. The meeting was organized with Wm. Parks, Esq., President in the chair, and T. B. Robinson, as Secretary. After disposing of the minutes of last annual meeting, it was on motion of Dr. Botsford, decided by a *viva voce* vote to proceed with reading the directors report. This was then read, and is as follows:

Report of the President and Directors of the European and North American Railway Company for extension from St. John westward for the year ending 16th June, 1869:

To the stockholders of the said company:

GENTLEMEN—The President and Directors of the European and North American Railway Company for extension from St. John Westward have great pleasure in submitting for the information of the stockholders of the said company a report of their proceedings during the past year, in which time the works and operations of constructing the whole line of this road from the city of St. John to the Eastern boundary line of the State of Maine has been pushed forward with great vigor and success, in proof of which we beg to lay before you the following facts and figures. The total length of the road from the west bank of the River St. John at the Suspension Bridge to the State of Maine is about eighty-eight miles; nearly the whole of this distance is graded and ready to receive the rails as soon as they arrive from England. On the 31st May last, thirty-three and a half miles of track had been laid continuously from Brundage's Point, and at the present time a train can be run from the latter place up to the junction of the Fredericton Branch Railway. Tracklaying from Brundage's Point towards St. John and from the stations at Fairville towards Brundage's Point has also been commenced, and the directors believe that by the end of July or early in August the track will be laid so that a train can proceed from the Station at Fairville to the Junction of the Fredericton Branch Railway.

Sleepers sufficient for laying track on the whole line have been delivered and forty-one and three quarter miles of double fencing has been put up.

The rails for the whole length of the road have been purchased, and it is calculated that it will require about nine thousand tons; of this quantity about four thousand and twenty-one tons were received during the season of 1868, about eighteen hundred and thirty tons have already arrived this spring, and the balance about three thousand two hundred and five tons are reported afloat.

Three locomotives and fifty flat cars for ballast and other purposes have been procured, and are kept constantly occupied in the construction of the road.

Temporary bridges have been constructed, or are in course of construction over all the large streams, and will be used only until the permanent superstructures can be brought from the United States; all bridges over forty feet span are to have iron superstructures.

At a special meeting of the stockholders of this company held on the 2d day of November, 1867, the directors of the company were authorized and empowered to execute a mortgage on the road and to procure and issue first mortgage sterling bonds, by the sale of which bonds they would procure means to complete the road. The bonds were to be like the form submitted and an issue of about two million dollars was ordered. The mortgage was duly executed and two thousand and fifty five first mortgage sterling bonds, of two hundred pounds each, amounting in all to four hundred and eleven thousand pounds sterling were prepared.

On the third day of December, 1867, William

G. Case, Esq., of Columbia, Pennsylvania, U. S., was appointed the agent of this company to proceed to England and negotiate and sell these bonds. On the sixth day of May following he concluded an agreement with Messrs. J. S. Morgan & Co., Bankers, London, to introduce these bonds in the London Stock Market, and under this arrangement Messrs. J. S. Morgan & Co., disposed of £38,800 for the net sum of £26,431 15s. 1d., and £41,000 were subsequently sold by Mr. Case for £27,913 6s. 2d. stg. On the 12th December last, the directors of this company sold and transferred to the International Railway Construction and Transportation Company, an association organized in the United States, one hundred and eighty thousand pounds of these bonds, at seventy-one per cent. of their par value, for which this company were to receive forty thousand pounds sterling in cash by monthly instalments, five thousand tons of railroad iron, and the balance is to be paid by them in two years from the date of the sale.

Eleven thousand four hundred pounds of these bonds have been used in procuring rolling stock, and six thousand six hundred pounds of them have been paid on account of the Station Buildings on the road. Of the whole amount of bonds authorized, only £278,200 have been issued, which leaves £132,800 still under the control of the directors.

By the provisions of the Act of Assembly, 27th Victoria, Cap. 3, entitled "An Act to aid in the construction of railways," a subsidy of ten thousand dollars per mile is granted to assist in constructing this line of railway. The whole length of this road is about eighty-eight miles, so that the total amount arising from this source is about eight hundred and eighty thousand dollars. Twenty instalments, or five hundred thousand dollars of this amount, has been called for, which leaves a balance of three hundred and eighty thousand dollars still available.

The total amount of stock subscribed for, and owned by individuals principally resident in St. John is \$193,750. Of this amount \$116,760 55 has been collected, leaving a balance of \$76,989 45 due and unpaid. The Treasurer's accounts showing the total cash receipts of the company up to the 31st May last, to be \$1,131,517 88, and the total expenditure up to the same period to be \$1,130,476 15, and also a general balance sheet of the company's accounts are submitted.

WM. PARKS, President.

A. JARDINE,

WM. B. ROBINSON,

LEWIS CARVELL,

} Directors.

GENERAL BALANCE TO 31ST MAY, 1869.

Construction account.....\$1,068,252 78
Iron account.....118,533 35
Stations account.....32,119 35
Rolling stock account.....58,005 93
Discounts, stamps, common print-
ing, and expenses on bonds issued 416,428 17
Board expenses.....17,382 98
C. N. Skinner account.....1,026 47
Charges.....1,288 08

\$1,743,037 06

Due by—

International Railway Construction
and Transportation Co.....\$537,169 59
J. S. Morgan & Co.....13,411 86
London and Asiatic and
American Banking
Company.....11,680 01
William G. Case.....5,328 61
Subsidy called for.....25,000 00
Bank of Montreal.....1,041 73
26,041 73

Subscriptions unpaid:

By individuals.....\$76,989 45
By associate contractors 250,000 00
By St. John City.....12,000 00
338,989 45

\$2,675,656 31

General account:	
Individual stock subscribed.....	\$193,750 00
Associate contractors do.....	250,000 00
Government stock do.....	300,000 00
St. John City do.....	60,000 00
20 instalments Provincial subsidy..	500,000 00
Bonds disposed of, viz: £278,200	
stg. at 9½ per cent. prem. equal	
to.....	1,353,907 58
Bills payable.....	18,000 00
Commercial Bank.....	73

Memo. of bonds:	
In possession of Treasurer.....	£15,500 stg.
In bank vault.....	80,800 "
In possession of J. S. Morgan & Co..	36,600 "

Disposed of.....	£132,800 stg.
	278,200 "

Total authorized issue.....£411,000 stg.

Memo. of subsidy:	
88 miles railway at \$10,000 per mile.	\$880,000 00
Less subsidy instalments certified....	500,000 00

Balance still available.....\$380,000 00

Western Extension Railway Office,
St. John, N.B., 15th June, 1869.
T. B. ROBINSON, Treas.

New York and New Haven Railroad.

The income of this company for the years ending March 31, 1868 and 1869, were as follows:

	1868.	1869.
From passengers.....	\$1,622,641 02	\$1,634,834 39
" freight.....	321,511 57	383,523 86
" express.....	195,790 12	81,678 88
" mails.....	23,865 90	26,316 09
" other sources..	54,700 54	33,708 39
" gain operating		
Canal road..		3,813 73

\$2,218,509 15 \$2,163,875 34

Expenses, viz:	
Repairs of road.....	\$241,677 47
" bridges..	14,730 92
" buildings..	29,741 34
" engines..	76,690 41
" cars.....	118,608 57
" tools.....	7,006 27
Fuel.....	101,043 15
Oil, tallow and waste	22,226 21
Haulage.....	71,943 04
Legal expenses.....	26,915 02
Damages.....	13,275 65
Station labor and ex-	
penses, including	
loading and un-	
loading freight...	116,650 75
General expenses...	29,081 40
Agents and clerks..	44,702 07
Train men.....	116,995 74
Switch & signal men	13,283 20
Watchmen & porters	17,863 85
Insurance.....	10,139 51
Contingent expenses.	4,163 58

\$1,077,427 62 \$1,162,344 05

Balance.....	\$1,141,081 53
Deduct coupon interest and taxes..	224,172 25

Leaving for dividends and improve-	
ments.....	\$777,359 04

The resources for the past year and the disposition of the same have been as follows:

RESOURCES.	
Cash on hand April 1, 1868.....	\$377,170 59
Materials on hand April 1, 1868....	274,934 71
Forfeited stock.....	47,900 00
Insurance received for loss at New	
Haven shops.....	64,099 89
Increase in accounts payable.....	29,664 88
Transportation earnings.....	1,001,531 29

Total....\$1,795,811 36

PAYMENTS.	
Dividends, July, 1868, and January,	
1869, 5 per ct. each.....	\$600,000 00
Taxes.....	160,602 25
Coupon interest.....	63,570 00
Additional real estate, N. Y., Stam-	
ford, &c.....	220,630 29
On account lands, new shops at N. H.	
Steel rails, (amount in excess of cost	
of new iron).....	212,759 55
Part of cost of new double track	
bridge with iron draw at Bridge-	
port.....	43,236 52
New equipment.....	38,000 00
Retired bonds.....	1,000 00
Purchases on account loss by fire at	
shops, N. H.....	27,452 03
Materials for coming season.....	258,735 00
Cash on hand April 1, 1869.....	114,676 91

Total, as above.....\$1,795,811 36

From the foregoing accounts it will be seen that the gross receipts of the road for the last fiscal year were about \$54,000 less than for the preceding year. This has grown out of the withdrawal of the through Boston Express Freight Train, which was run during the whole of the previous year for the accommodation of the Adams' and Merchants' Union Express Companies, but was discontinued by said companies on the 1st of April, 1868. The withdrawal of this train has reduced the express receipts for the year by the amount of \$111,661. There has however been a fair increase in freight and passenger receipts for the year.

Your directors have commenced to carry out the improvements to the road, suggested in their last annual report. About twenty-eight miles of the track were relaid last year with steel rails. Large purchases of real estate were made at New York and New Haven, and points upon the line of the road. A new double track bridge with iron draw and permanent stone piers was erected at Bridgeport; new draws erected at Housatonic and Westport Bridges. A large portion of the road was thoroughly ballasted with good gravel. New passenger cars were purchased and old ones rebuilt.

The construction of new shops at New Haven was commenced during the last winter, and will be carried forward with all possible despatch. About 2,800 tons of steel rails have been ordered for renewal of track the present season. When these are all placed in the track, about one-half of the entire road will be laid with steel. The steel rails thus far have given great satisfaction, and will no doubt result in a considerable saving in the repairs of road, as well as in increased safety to the traveling public. During the past year the condition of the road and its equipment has been greatly improved, and it is the purpose of your directors to continue these improvements until the promise of last year, to make your road the best in the country, is fulfilled.

The Legislature of Connecticut at its May session, 1868, passed an amendment to the charter of the company, authorizing an increase of the capital stock by the amount of \$3,000,000, thus making the total capital stock \$9,000,000. This \$3,000,000 of additional stock has been issued to the stockholders pro rata, and twenty five per cent. thereof called in. Scrip certificates will be issued for the amount actually paid in, and the remaining seventy-five per cent. will be called in from time to time as may be necessary to meet the expenses of the permanent improvements and additions to the road and its equipment. Your directors have the fullest confidence that these improvements will result in increased net receipts, sufficient to give a reasonable return to the stockholders for the additional capital invested; while the facilities offered to the traveling public will be greatly promoted.

The lease of the Canal road will terminate upon the 1st of July next, after which time it will be operated by the New Haven and Northampton Company. The contract with the Hartford and

New Haven Railroad Company, will terminate at the same time. Your directors, however, have effected a new arrangement with the latter company for a continuance of connections, running of through trains, and use of our tracks and passenger depot in New Haven, upon just and equitable terms, which arrangement can be terminated by either party upon six months' notice.

The company have 37 engines—28 in good order, 6 in fair running condition, 1 in shop for repairs, and 2 awaiting repairs. During the year 1 old engine has been sold, and 1 new engine purchased of the Rogers Locomotive and Machine Works, Paterson, N. J. One new one is now under contract to be delivered in July.

The company have also 75 passenger, 18 mail and baggage and 44 freight cars, besides 74-234ths of 26 passenger, 12 baggage, 13 freight, 2 postal, 1 compartment and 7 sleeping cars, which belong to the New York and Boston Express Line, and 74 232ds of 4 passenger and 2 baggage cars belonging to the New York and Boston Shore Line. There were also building (to be delivered in May,) 10 first class passenger cars for the New York and Boston Express Line, via Springfield, 4 of which are Drawing Room Cars, also 4 first class passenger cars for the New York and Boston Shore Line, making the number of passenger cars now in use, including those owned in common with the two lines to Boston, 127.

There were burnt in a car house at Boston last October, 3 passenger, 1 compartment, 1 baggage, and 1 postal car belonging to the New York and Boston Express Line (via Springfield.) All new cars which have been built for the line, as well as the large outlay for repairs of the old cars, some of which have been made equal to new, have been charged to repairs of passenger cars which causes the item "Repairs of Cars" to be so large.

There were put in the track during the past year 53,438 ties and 2,700 tons steel rails. These, with the large quantity of gravel used for ballasting (having run a construction train about eight months,) caused the track to be in excellent condition during the winter just past.

The company have on hand about 60,000 ties and intend to work the gravel train the coming season in ballasting the track. These, with the 2,750 tons of steel rails under contract for delivery this season, will be about sufficient to relay one-half the entire road with steel, and go far towards fulfilling the promise of the company to make their track the best in the country.

The repairs of bridges during the past year have been very heavy, having constructed 2,050 feet of new pile bridge at West Haven, a new double track bridge with iron draw, over Bridgeport Harbor, new draws at Westport and Housatonic River, besides a large expenditure on Westport, Norwalk and Housatonic Bridges, and also the necessary repairs to all other bridges. All the bridges are now considered in a good and safe condition.

The buildings are all in a very satisfactory condition.

Number of miles run by passenger trains, 610,836; by freight trains, 204,551; by construction trains, 22,786—total, 838,173 miles; being 10,650 miles more than the previous year, at a cost of 9½ cents per mile for repairs, and 11 1-5th cents per mile for fuel.

Number of passengers carried, 2,256,589½;

do., carried one mile, 69,247,430. Tons of freight moved, 124,955; do., moved one mile, 6,736,230. Average distance traveled by each passenger, 30.71 miles. Gross earnings from passengers per mile, \$24,029 90. Average amount received from each passenger, 78.82 cts. Do., for each mile moved, 2.56 cents.

There have passed over the road during the year, 9,158 passenger, and 1,674 freight trains. During the past thirteen years, 18,571,087 passengers have been transported over the New York and New Haven Railroad without an accident to any train, while on that road, that caused the loss of a single life or limb to any passenger so transported.

CONDENSED BALANCE SHEET.

Railroad, including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, machinery, engineering, interest, discount on bonds, &c.....	\$6,143,480 04
Equipment: engines, cars, &c.....	900,000 00
Real estate in New York and New Haven.....	107,745 66
Due from Wm. Bement.....	88,291 68
Materials and supplies on hand....	258,735 00
Permanent improvements and additions	632,344 75
Cash in bank, due from agents, connecting roads, &c.....	114,676 91
	\$8,245,274 04
Capital stock: 60,000 shares.....	\$3,000,000 00
Bonds payable December 1, 1866, past due.....	2,000 00
Bonds payable October, 1875, interest at 6 per cent., coupons due April 1st & October 1st, annually	1,059,500 00
Coupon interest and dividends unpaid.....	32,335 00
Accounts payable: March pay roll and balances due connecting roads	230,753 54
Balance insurance account, (loss at New Haven).....	37,157 86
Profit and loss.....	883,527 64
	\$8,245,274 04

President.—WM. D. BISHOP.

Directors.—Wm. D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham R. Van Nest, James J. Roosevelt, Wilson G. Hunt, New York; William W. Boardman, Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Superintendent.—JAMES H. HOYT.

Burlington, Cedar Rapids and Minnesota Railroad.

This road is graded from Burlington to Wapello, in Louisa county. From that point to the Iowa River the grading is about half done; thence to West Branch, Cedar county, about seven-tenths of the grading is completed. Throughout the distance of twenty-one miles from Burlington the piles are driven and capped for each bridge and culvert. Five thousand tons of the best T rail have been purchased already, and three thousand tons more are contracted for. Two thousand seven hundred and thirty-five tons have been delivered at Burlington. The capital stock has all been subscribed, and the bonds of the company which were negotiated in the purchase of the iron above mentioned find ready sale in New York at ninety-six cents on the dollar. The New York agent of the company telegraphs assurance of continued financial backing, and says 'Go on with your road.' And 'Go ahead' is the word all along the line, so that by the first day of November next the cars will be running from Burlington to West Liberty, only thirty-nine miles west of Davenport.—Davenport Gazette, June 19.

Classification of Directors.

The following is a copy of an Act passed by the Legislature of Wisconsin, entitled an Act to amend the articles of Association of the Milwaukee and St. Paul Railway Company, so as to elect one-third of the Directors each year for three years, and authorizing the bondholders to vote for the election of Directors:

The People of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. The articles of Association of the Milwaukee and St. Paul Railway Company are hereby, with the consent of the stockholders as herein-below named, so amended as that at the next annual meeting of the stockholders, they may elect the directors of said railway company as follows: One-third of said directors, as near as may be, to hold office for three years, one-third for two years, and one-third for one year, and thereafter at each annual meeting they shall elect one-third of their board of directors, as near as may be, each year, to hold office for three years.

SECTION 2. The holders of all classes of bonds issued by said company, upon complying with such reasonable terms and proper regulations as shall be established by the company for the registration of their bonds, in the office of the company, may thereafter have and give one vote for the election of directors on each one hundred dollars of the principal of their bonds.

SECTION 3. No action shall be taken under the provisions of this act, until the Secretary of the Milwaukee and St. Paul Railway Company shall have filed with the Secretary of State, a certificate under the seal of the company, certifying that the stockholders of said company have by a majority vote accepted of said act, or of one or the other sections thereof; and in the event of said stockholders accepting one section thereof, and not the other, then no action shall be had under the section not so accepted. The Secretary of the Milwaukee and St. Paul Railway Company, shall certify to and file with the Secretary of State the action of said stockholders thereon.

Safety of Railroad Passengers.

The following is the law passed by the late Legislature of Ohio "To protect more effectually the lives of railroad passengers from casualties by fire:

SECTION 1. Be it enacted by the General Assembly of the State of Ohio, That each railroad company in this State shall, when necessary to heat any of its cars, do so by heating apparatus so constructed that the fire in it will be immediately extinguished whenever the cars are thrown from the track and over turned; and it shall be unlawful for any railroad company in this State to allow any other railroad company, or person, or persons, to run any cars upon its roads unless the heating apparatus in such cars conforms to the requirements herein prescribed.

SEC. 2. It shall be unlawful for any railroad company to light or illuminate any of its cars except with candles properly protected; or to allow any other railroad company, or person, or persons, to run any car upon its roads, unless the manner of lighting or illuminating such cars conform to the requirements herein prescribed.

SEC. 3. Whenever any heating apparatus contemplated by this act shall be offered for sale, and the price cannot be agreed upon between the railroad company desiring to purchase and the seller, an arbitration concerning such price may be made by the selection of three disinterested citizens of Ohio, one by the seller, one by the purchaser, and one by the two referees thus selected, whose award shall be binding upon the parties. The expense of such arbitration, if any, shall be borne in equal proportions by the buyer and seller.

SEC. 4. Every railroad company violating the provisions of this act shall be liable to a forfeiture of not more than \$500, nor less \$100, to be recovered in an action for debt, upon the complaint of any person before a justice of the peace in any

country in which such violation may occur, one-half the penalty shall go to complainant, and the other half to the State of Ohio for the benefit of common schools.

SEC. 5. This act shall take effect on the first day of November next.

F. W. THORNHILL,
Speaker of the House of Representatives.

J. C. LEE,
President of the Senate.

Passed May 4, 1869.

Iowa Falls and Sioux City Railroad.

A distance of twenty-seven miles of the Iowa Falls and Sioux City Railroad, hence from this place, is ready for the putting down of the iron. By the middle of July forty miles will be ready.

A construction train will be put to work here within ten days. The iron for thirty-three miles of road has been shipped to this point. The iron for the entire distance has been purchased and can be put upon the ground as fast as it is needed. There are 100,000 ties in readiness at this end of the road and an equal number at Fort Dodge.

The laying of track from Fort Dodge west will commence about the 1st of August. The bridge over the Des Moines River at that place will be completed by the 10th of August. The grading between Fort Dodge and Storm Lake will be finished before the ground freezes this fall. In this distance is embraced all the heavy work.

The Constructing Company has resolved to complete the road before the 1st of January, 1870, if it can possibly be done. Unless winter should set in early and with severity there is every probability of the success of the company's purpose.—*Sioux City Journal*.

Granite Railway.

This company is a branch of the corporation bearing the same name at Quincy, Mass. It operates a quarry at Rattlesnake Hill, in which, and in the cutting sheds, over 100 hands are employed. The annual product of the company is 35,000 to 40,000 feet of finished granite. This company has just finished the new block of the Equitable Life Insurance Company, in New York, the stone work of which cost over \$100,000. O. E. Sheldon is agent of the company, and J. G. Sargent, Superintendent.

The West Amesbury Branch Railroad is to be changed. It was designed to connect West Amesbury with the Boston and Maine road at Newton, N. H. Now it is proposed to run it across the Merrimac River at East Haverhill, through West Newbury to Groveland, and there connect.

Work was to have commenced on the Mississippi, Ouachita and Red River Railroad at Eunice, on the 10th ult., under the superintendence of Mr. Sickles, the contractor. This step will do much to re-establish confidence in the fidelity of the managers of the road to the interests of the stockholders.

It is stated that the Illinois Central Railroad Company has leased the St. Louis, Vandalia and Terre Haute Railroad for a term of years, and it will not for the present be extended beyond Effingham.

The Des Moines Valley Railroad has been completed to Perry, a point 35 miles northwest of Des Moines, and within fifteen miles of the Northwestern, which is to be crossed by the 10th of August.

The time in which the Cairo and Vincennes Railroad is to be completed through Wabash county, Ill., has been extended to March 1, 1870,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Period and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	-----	-----	Hartford and New Haven...100	3,300,000	J. A. J. & O.	Jul. '69 8	Portl. Saco & Portsmouth*...100	\$1,500,000	J. & D.	Jun. '69 3
Allegheny Valley...50	2,000,000	-----	-----	Hannibal and St. Joseph...100	1,900,000	-----	-----	Providence & Worcester...100	1,800,000	J. & J.	July '69 5
American Central...100	800,000	J. & J.	Jul. '69 8	Do. do pref. 100	5,233,830	-----	-----	Raleigh and Gaston...100	2,400,000	-----	-----
Atlanta and West Point...100	1,232,200	J. & J.	July '68 4	Hanover Branch, Pa. 50	116,850	M. & N.	May '69 5	Rensselaer and Saratoga...100	2,400,000	A. & O.	Oct. '68 3
Atlantic & N. Carolina...100	5,545,225	-----	-----	Housatonic...100	820,000	-----	-----	Richmond and Danville...100	2,000,000	-----	-----
Atlantic & Gt. Western...50	25,879,923	-----	-----	Do. pref. 100	1,180,000	J. & J.	Jul. '69 4	Richmond and Petersburg...100	847,100	-----	-----
Do. pref. 50	1,919,000	-----	-----	Hudson River...100	13,937,100	A. & O.	Apr. '69 4	Rich. Fred. and Potomac...100	1,041,800	-----	-----
Atlantic & St. Lawrence*...100	2,494,900	J. & J.	Jan. '69 2	Huntingdon & B'd Top...50	494,280	-----	-----	Rockport...100	88,400	-----	-----
Augusta and Savannah...100	733,700	J. & J.	Jan. '69 3	Do. pref. 50	190,750	J. & J.	Jan. '69 3	Rome, Water, and Ognb...100	2,400,000	-----	-----
Baltimore and Ohio...100	16,157,982	A. & O.	Apr. '69 4	Illinois Central...100	23,415,780	F. & A.	Feb. '69 5	Rutland preferred...100	-----	F. & A.	July '69 5
Do. Washington Br. 100	2,600,000	A. & O.	Apr. '69 5	Indianapolis, Cin. & Lafayette...100	6,185,897	M. & S.	Sep. '67 4	St. L. Alt. and T. Haute...100	2,300,000	-----	-----
Baltimore City Passenger...100	670,000	J. & J.	Jan. '69 3	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '69 5	St. L. Jack'nv. and Chic'o...100	1,469,429	-----	-----
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apr. '68 3	Joliet and Chicago*...100	1,500,000	J. A. J. & O.	Apr. '69 1	Sandusky and Cincinnati...100	2,089,000	-----	-----
Belleville and Line...100	4,420,000	F. & A.	Feb. '68 3	Joliet & North. Indiana*...100	300,000	J. & J.	July '68 4	Do. pref. 100	445,596	M. & N.	May '69 3
Belvidere Delaware...100	998,250	-----	-----	Lake Shore & Mich. So. 100	26,692,000	F. & A.	Aug. '69 4	Sand, Mansf. and Newark...100	901,841	-----	-----
Berkshire...100	600,000	J. A. J. & O.	July '69 1	Do. guar. 100	533,500	F. & A.	Aug. '69 4	Savannah and Charleston...100	1,000,000	-----	-----
Blossburg & Corning*...50	250,000	J. & D.	Dec. '68 2	Lackawanna & Bloomsb...50	1,325,000	-----	-----	Schuykill and Susqueh'a...50	1,289,150	-----	-----
Boston and Albany...100	13,725,100	J. & J.	July '69 5	Leeds and Farmington*...50	-----	J. & J.	July '69 2	Second and Third St. (Ph.) 50	203,757	J. & J.	Jan. '69 3
Boston and Chelsea...100	110,000	A. & O.	Apr. '69 4	Lehigh and Mahanoy...50	2,158,665	J. & J.	Jan. '69 6	Schuykill Valley*...50	576,050	J. & J.	Jan. '69 2
Boston and Concord...100	459,000	-----	-----	Lehigh and Susquehanna...50	8,739,800	M. & N.	May '69 5	Seaboard and Roanoke...100	868,200	-----	-----
Do. do. pref. 100	1,340,400	M. & N.	May '69 3	Lehigh Valley...50	10,731,400	J. A. J. & O.	July '69 2	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '68 6
Boston and Lowell...500	1,891,500	J. & D.	Jun. '69 4	Lehigh Luzerne...50	344,650	J. & J.	Jan. '69 4	Shamokin V. and Potomac* 50	869,450	F. & A.	Feb. '69 3
Boston and Maine...100	4,076,974	J. & J.	July '69 5	Lexington & Frankfort...100	514,646	J. & J.	Jan. '69 3	Shore Line...100	636,200	J. & J.	Jan. '69 4
Boston and Providence...100	3,390,000	J. & J.	July '69 5	Little Miami...100	3,572,400	J. & D.	Jun. '69 3	Sixth Avenue (N. Y.)...100	750,000	-----	-----
Broadway (South Boston) 50	325,000	J. A. J. & O.	July '69 2	L. M. & C. and X. (Joint)...100	1,904,397	J. & D.	Jun. '69 5	Somerville...100	75,000	M. & N.	May '69 3
Broadway & 7th Av. (N. Y.) 100	2,100,000	J. & J.	Jun. '69 4	Little Schuylkill*...50	2,846,100	J. & J.	Jan. '69 4	South Carolina...100	5,819,275	-----	-----
Brooklyn City...100	1,000,000	F. & A.	Feb. '69 3	Lomb. and South St. (Ph.) 25	90,000	-----	-----	South Shore...100	259,655	-----	-----
Brooklyn City & New'n...100	399,800	-----	-----	Long Island...50	3,000,000	F. M. A. N.	Aug. '69 2	South Western, Georgia...100	3,203,400	F. & A.	Aug. '68 4
Buffalo, Bradford & Pitts...100	1,100,000	-----	-----	Long Branch & Sea Shore...50	95,194	-----	-----	Staten Island...100	660,000	J. & J.	Jan. '67 4
Buff. New York & Erie*...100	950,000	M. & N.	N. '68 3	Louisv. Cin. and Lex. pr. 100	211,122	J. & J.	Jan. '69 4	Stony Brook...100	267,800	M. & N.	May '69 3
Buffalo and Erie...100	6,000,000	F. & A.	Feb. '69 4	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '69 3	Steuersville and Indiana...100	1,983,141	-----	-----
Cambridge Horse (Boston) 100	717,800	A. & O.	Apr. '69 4	Louisville and Nashville...100	7,869,186	F. & A.	Feb. '69 6	Stockbridge & Pittsfield* 100	448,700	-----	-----
Camden and Amboy...100	7,921,412	F. & A.	Feb. '69 5	Louisv. N. Alb. & Chicago...100	2,800,000	-----	-----	Summit Branch...50	250,000	J. & J.	Jan. '69 5
Camden and Atlantic pref. 50	600,000	-----	-----	Lowell and Lawrence...100	200,000	A. & O.	Apr. '69 3	Syr. Bingham. and N. Y. 100	1,314,130	-----	-----
Camden & Burlington Co. 100	331,000	-----	-----	Macon and Western...100	2,000,000	-----	-----	Tannton Branch...100	134,200	-----	-----
Cape Cod Branch...50	121,926	J. & J.	July '69 5	Mahanoy & B'd Mount n* 50	1,676,915	-----	-----	Tennessee and Alabama...100	596,922	J. & J.	July '69 6
Cape May and Millville...100	447,000	J. & D.	Jun. '69 3	Maine Central...100	1,600,860	-----	-----	Terre Haute and Indiana...50	1,983,150	J. & J.	July '69 6
Catawissa...50	1,150,000	-----	-----	Manchester & Lawrence...100	1,000,000	M. & N.	May '69 5	Third Avenue (N. Y.)...100	1,750,000	-----	-----
Catawissa, pref. 50	2,200,000	M. & N.	May '69 3	Marietta & Cincinnati...50	3,618,374	-----	-----	Thirtieth and Fif. (Ph.) 50	-----	J. & J.	Jan. '68 1
Cayuga & Susquehanna* 50	689,110	J. & J.	Jul. '69 4	Do. 1st pref. 50	6,686,135	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw...100	2,700,000	-----	-----
Cedar Rapids & Mo. pref. 100	755,000	M. & N.	May '69 3	Do. 2d pref. 50	4,051,744	M. & S.	Sep. '66 3	Tol. Peoria and Warsaw...100	1,700,000	-----	-----
Central of Georgia...100	4,066,300	J. & J.	July '69 5	Do. 3d pref. 50	3,512,725	M. & S.	Mar. '68 3	Do. (E. D.) pref. 100	1,300,000	-----	-----
Central of New Jersey...100	13,768,600	J. & J.	Jan. '69 2	Memphis and Charleston...100	670,000	-----	-----	Do. (W. D.) pref. 100	5,700,000	-----	-----
Central Ohio...100	2,900,000	J. & D.	Dec. '68 3	Memphis and Ohio...100	1,250,000	J. & J.	Jul. '69 5	Tol. Wabash and West...100	1,000,000	M. & N.	May '69 3
Do. pref. 100	400,000	J. & D.	Jun. '69 3	Metropolitan (Boston)...100	9,325,102	J. & J.	Jul. '69 5	Troy and Boston...100	607,111	-----	-----
Con. Park, N. & E. River 100	970,000	-----	-----	Michigan Central...100	400,000	-----	-----	Troy and Greenbush*...100	274,400	J. & D.	Jun. '67 3
Chenango...100	380,000	J. A. J. & O.	July '69 2	Middlesex (Boston)...100	400,000	-----	-----	Union Transport'n (Bos.) 100	200,000	-----	-----
Chemung, preferred...100	2,017,825	J. & J.	July '69 4	Mill Creek and Minehill* 50	323,375	J. & J.	Jan. '69 5	Union (Phila.)...50	291,475	J. & J.	Jan. '69 3
Chicago and Alton...100	5,141,800	M. & S.	Mar. '69 5	Millville and Glassboro* 100	405,020	F. & A.	Aug. '67 6	Utica and Black River...100	834,400	J. & J.	Jan. '69 4
Do. pref. 100	2,425,400	M. & S.	Mar. '69 5	Milw. & Prairie du Chien...100	-----	-----	-----	Vermont and Canada*...100	2,500,000	J. & D.	Jan. '69 4
Chicago, Burl. & Quincy...50	12,500,000	M. & S.	Mar. '69 5	Milw. & St. Paul...100	7,151,060	J. & J.	Jan. '69 4	Vermont Central...100	6,000,000	-----	-----
Chicago, Iowa & Nebras* 100	2,000,000	J. & J.	July '69 5	Do. pref. 100	8,188,272	J. & J.	Jan. '69 4	Vermont and Massachusetts 100	2,500,000	J. & J.	Jan. '69 2
Chicago and Milwaukee*...100	2,227,000	-----	-----	M. Hill & Schuylk. Haven 50	3,775,400	J. & J.	Jan. '69 4	Vicksburg and Meridian...100	867,400	-----	-----
Chicago & N. Western...100	14,656,676	J. & D.	Jun. '69 5	Mobile and Ohio...100	3,762,400	J. & D.	Dec. '67 4	Virginia Central...100	3,353,679	-----	-----
Do. pref. 100	16,356,287	J. & D.	Jun. '69 5	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '68 7	Virginia and Tennessee...100	3,497,791	-----	-----
Chicago, R. I. & Pacific...100	14,000,000	-----	-----	Montgomery & Essex...50	3,616,350	-----	-----	Western Union...100	2,707,693	-----	-----
Cin. Ham. & Dayton...100	3,521,664	-----	-----	Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '69 6	West Jersey...100	804,150	-----	-----
Cincinnati City Passenger...100	-----	-----	-----	Nashua and Lowell...100	720,000	M. & N.	May '69 5	West Philadelphia...100	249,100	J. & J.	Jan. '69 5
Do. Street...50	192,750	J. & J.	Jan. '69 7	Naugatuck & Chittanooga...100	2,056,544	-----	-----	Wilm. and Weldon...100	1,463,776	-----	-----
Citizens' Passenger (Phila.) 50	100,000	F. & A.	Feb. '69 3	New Bedford & Taunton...100	1,436,000	F. & A.	Feb. '69 5	Winchester and Potomac...100	-----	J. & J.	Jan. '69 3
Clev. Col. Cin. & Ind...100	10,400,000	F. & A.	Feb. '69 3	New Haven & N. London...100	500,000	J. & J.	July '69 4	Warren...100	1,517,650	-----	-----
Cleveland & Mahoning*...50	2,056,400	M. & N.	May '69 3	N. Haven & Northampton...100	1,344,000	J. & J.	Jan. '69 3	Worcester and Nashua...75	1,522,500	J. & J.	Jul. '69 4
Cleveland and Pittsburg* 50	5,424,091	J. A. J. & O.	Apr. '69 2	New Jersey...100	6,000,000	F. & A.	Feb. '69 5				
Cleveland and Toledo*...50	5,000,000	J. & J.	Jan. '69 4	New London Northern...100	895,000	M. & S.	Sep. '68 4				
Col. Chi. & Indiana Cen. 100	11,420,000	-----	-----	New York Central...100	28,795,000	F. & A.	Aug. '69 4				
Columbus and Xenia*...50	1,786,200	J. & J.	Jun. '69 3	Do. Int. certificate...100	22,829,600	F. & A.	Aug. '69 4				
Concord...50	1,500,000	M. & N.	May '69 5	New York and Harlem...100	6,255,050	J. & J.	July '69 4				
Concord & Portsmouth...100	350,000	J. & D.	June '69 5	Do. pref. 50	1,500,000	J. & J.	July '69 4				
Coney Island & Brooklyn 100	500,000	-----	-----	New York & New Haven...100	6,000,000	J. & J.	July '69 4				
Conn. & Passumps. Rivers 100	139,000	-----	-----	N. Y., Provid. & Boston...100	2,000,000	J. & J.	July '69 3				
Do. do. pref. 100	1,822,100	J. & J.	Jan. '69 3	Nieg. Bridge & Canada* 100	1,000,000	J. & J.	Jan. '69 3				
Connecticut River...100	1,700,000	A. & O.	Oct. '68 4	Ninth Avenue...100	797,400	-----	-----				
Cumberland Valley...100	1,316,900	-----	-----	North Carolina...100	4,000,000	-----	-----				
Danbury and New'rk...100	400,000	-----	-----	Northern Central...50	4,648,900	F. M. A. N.	May '69 2				
Dayton and Michigan*...100	2,392,361	-----	-----	North Eastern (S. C.) pref. 100	150,000	-----	-----				
Delaware...50	564,260	J. & J.	Jan. '69 3	Northern of N. Hampsh...100	3,000,400	J. & D.	June '69 4				
Del. Lackaw. & Western...50	13,386,020	J. & J.	July '69 5	North Pennsylvania...50	3,150,150	-----	-----				
Des Moines Valley...100	1,820,200	-----	-----	Norwich & Worcester...100	2,303,600	J. & J.	Jan. '69 5				
Detroit & Milwaukee...100	1,047,350	-----	-----	Ogdensb. & L. Champ'n...100	3,024,000	J. & J.	Jan. '69 3				
Do. pref. 100	1,500,000	-----	-----	Do. pref. 100	1,994,900	A. & O.	Apr. '69 4				
D. Dock, E. B'dw. & Bat...100	1,200,000	-----	-----	Ohio and Mississippi...100	20,000,000	-----	-----				
Dubuque and Sioux City...100	1,978,641	Annual	July '69 3	Do. pref. 100	5,500,000	J. & D.	Jun. '69 3				
Do. do. pref. 100	1,937,351	J. & J.	July '69 4	Oil Creek & Allegheny R. 50	4,259,000	J. A. J. & O.	Jul. '69 2				
Eastern (Mass.)...100	8,883,300	J. & J.	Jul. '69 4	Old Colony & Newport...100	4,843,320	J. & J.	Jul. '69 3				
Eastern (N. H.)...100	492,500	-----	-----	Orange and Newark...100	281,550	-----	-----				
East Pennsylvania...50	664,900	-----	-----	Oswego and Syracuse...50	482,400	F. & A.	Feb. '69 4				
East Tenn. and Georgia...100	2,369,730	-----	-----	Pacific of Missouri...100	3,614,515	-----	-----				
East Tenn. and Virginia...100	657,800	-----	-----	Panama...100	7,000,000	J. A. J. & O.	July '69 6				
Elgin Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '68 4	Paterson and Ramapo...100	248,500	J. & J.	July '69 2				
Elm. Jeffers. & Canand*...100	500,000	F. & A.	Feb. '69 2	Paterson and Hudson River 100	630,000	J. & J.	July '69 4				
Elmira & Williamsport* 50	500,000										

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1886.....	475,641	433,279	386,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,696,119
1887.....	377,862	390,190	489,555	407,018	465,102	383,396	400,550	461,879	483,177	483,917	474,134	390,641	5,167,371
1888.....	404,467	393,261	408,847	388,654	355,255	359,184	343,325	413,484	480,430	464,376	455,910	.....	.....
Chicago and Alton:													
1886.....	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,073,706
1887.....	154,418	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,863	252,015	2,770,484
1888.....	280,503	275,283	299,093	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1886.....	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1887.....	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1888.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1889.....	339,762	304,828	393,648	331,149	345,556	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1886.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1887.....	158,735	175,482	158,013	198,679	243,178	242,980	307,474	375,860	324,955	336,617	321,087	321,087	3,095,470
1888.....	306,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1886.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,368	3,466,922
1887.....	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1888.....	308,587	297,464	276,431	288,700	308,891	366,200	329,800	478,600	544,900	599,900	401,100	381,400	4,541,973
1889.....	333,300	308,200	398,700	362,900	419,100	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1886.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1887.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1888.....	541,005	482,104	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,653	754,671	547,842	7,976,490
1886.....	523,566	399,917	523,745	537,519	558,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1887.....	696,147	674,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1888.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,265,831	1,518,483	1,574,906	1,135,334	1,001,592	13,443,763
1889.....	871,218	827,254	1,149,258	1,092,378	1,209,934	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1886.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,413
1887.....	906,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1888.....	1,061,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,943	.....	.....	.....	.....	.....	.....
Illinois Central:													
1886.....	190,130	230,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1887.....	299,944	271,085	275,643	289,224	334,687	407,992	433,929	511,305	478,576	466,433	437,679	424,531	4,571,028
1888.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1886.....	571,536	528,972	616,665	516,608	460,573	617,682	678,403	747,469	739,736	641,589	643,887	518,088	7,181,206
1887.....	603,053	605,296	605,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1888.....	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,127	738,530	823,901	727,810	613,329	7,160,992
1889.....	587,443	636,165	444,443	618,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	631,041	7,817,629
1886.....	558,783	711,559	595,355	655,047	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1886.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1887.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,273,713
1888.....	92,433	81,569	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,109	121,408	1,294,095
1889.....	98,517	91,666	103,558	109,526	111,033	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1886.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,360	348,043	3,302,543
1887.....	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	412,152	4,120,152
1888.....	363,996	366,361	413,974	365,180	351,489	387,065	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1886.....	312,846	277,224	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	452,218	4,650,328	4,650,328
1887.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,571	429,785	380,034	4,663,108
1888.....	362,021	338,335	381,497	455,983	400,486	363,550	301,495	435,781	512,523	532,061	419,005	426,313	4,929,050
1889.....	378,751	363,831	453,481	473,544	445,792	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1886.....	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1887.....	242,073	236,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1888.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1886.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,070	328,870	4,520,550
1887.....	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,280,115
1888.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1889.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1886.....	384,120	320,636	386,527	411,514	403,646	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1886.....	319,763	240,755	261,143	316,266	401,900	369,350	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1887.....	368,487	350,884	333,281	435,629	565,718	458,064	423,247	622,545	1,023,520	1,037,434	629,927	468,796	6,517,562
1888.....	454,130	330,233	420,774	460,287	630,844	.....	.....	.....	.....	.....	.....	.....	.....
New York Central:													
1886.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1887.....	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,285,911	1,480,929	1,530,518	1,211,108	935,567	14,143,215
1888.....	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1886.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,066	346,243	275,950	3,311,077
1887.....	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,065
1888.....	267,541	246,109	326,236	277,424	283,150	253,926	247,262	305,454	278,701	310,762	302,426	281,613	3,380,583
1886.....	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,663	3,459,319
1887.....	231,973	231,351	265,965	252,149	204,620	217,082	194,455	287,557	307,122	358,329	274,637	233,861	2,964,041
1888.....	180,366	216,080	221,459	214,409	218,639	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1886.....	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1887													

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	* Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
National Securities, June 1, 1869.											
Loan of June 14, 1858.....registered	20,000,000	5	Jan. & July.	1874	123	Massachusetts—Western R. R. Loan, sterling	3,578,686	5	April & Oct.	'69-'88	
Loan of June 22, 1860.....coupon	7,022,000	5	"	1874	121	—Troy and Greenfield Loan, stg.	3,506,580	5	"	"	'88-'90
Loans of Feb. 8, July 1, Aug. 3, '61.....registered	282,732,400	6	"	1871	133	—Eastern R. R. Loan.....dollar	1,166,500	5	Jan. & July.	'69-'71	109
and March 3, 1863.....coupon		6	"	1871	117	—Nor. & Wore. R. R. Loan	200,000	6	"	"	1877
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881	117	—B. H. & Erie R. R. Loan, stg.	290,400	6	"	"	1900
		6	"	1881	117	—State Scrip (var.).....	171,000	6	Various.	"	1870
Loan of Feb. 25, 1862 (5-20s).....registered	514,771,600	6	July.	1881			117,000	5	"	"	1872
.....coupon		6	May & Nov.	1882	116		125,000	5	April & Oct.	"	1873
Loan of March 3, 1864 (5-20s).....registered	3,882,500	6	"	1882	121		244,000	5	Various.	"	1874
.....coupon		6	"	1884	117		162,000	6	June & Dec.	'70-'72	
Loan of June 30, 1864 (5-20s).....registered	125,561,300	6	"	1884	117		50,000	6	"	"	1877
.....coupon		6	"	1884	117	—Union Fund Loan of 1861.....	200,000	6	Jan. & July.	"	1871
Loan of March 3, 1865 (5-20s).....registered	203,327,250	6	"	1885	116		650,000	6	"	"	'72-'73
.....coupon		6	"	1885	118		720,000	6	"	"	'74-'75
2d series (5-20s).....registered	332,998,950	6	Jan. & July.	1886	115		1,430,000	6	"	"	1870
.....coupon		6	"	1886	119		600,000	5	"	"	'77-'78
3d series (5-20s).....registered	379,534,450	6	"	1887	115	—Back Bay Loan of 1862-'63.....	200,000	5	May & Nov.	"	1887
.....coupon		6	"	1887	115	—Bounty Fund Loan of 1863.....	200,000	5	Jan. & July.	"	1883
4th series (5-20s).....registered	42,539,350	6	"	1888	119	.....'64-'67, stg.	4,000,744	5	May & Nov.	"	1884
.....coupon		6	"	1888	115	.....dol.	4,379,500	5	"	"	1884
Loan of March 3, 1864, (10-40s).....registered	194,567,300	5	Mar. & Sept.	1904	107	—Coast Defense Loan of 1863.....	3,585,000	5	Jan. & July.	"	1883
.....coupon		5	"	1904	108	—War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	"	1886
Union Pacific R. R. Bonds.....(currency)	58,638,320	3	Jan. & July.	'95-'99	106	—Three Years' Loan.....	816,324	6	Var.	3 yrs.	101
Certificates of Mar. 2, 1867, and July 2, 1868.....	55,075,000	3	Dem.			Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	"	1879
Navy Pension Fund of July 23, 1868.....	14,000,000	3	Due.			—Renewal Loan.....	200,000	6	"	"	1878
Loans of 1842, 1847 and 1848.....	132,100	6	Due.			—Two Million Loan.....	1,728,000	6	"	"	'73-'83
Texas Indemnity Bonds of Sept. 9, 1850.....	222,000	5	Due.			—War Loan.....	866,000	6	"	"	1886
Treasury Notes prior to 1857.....	104,511	6	Due.			—Bounty Loan.....	463,000	7	May & Nov.	"	1890
Treasury Notes of 1857, '60, '61 and '63.....	1,546,300	var	Due.			Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	"	1893
Treasury Notes (7-30s).....	35,000	7	Due.			Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41-'71	
Certificates of Indebtedness.....	12,000	6	Due.			Missouri—State Bonds proper.....	2,433,000	6	Jan. & July.	'62-'90	
Compound Interest Notes of 1863 and 1864.....	2,956,350	6	Due.			—Consols. (interest).....	2,830,000	6	"	"	1887
Temporary Loan of June 30, 1864.....	186,610	var	Due.			—Railroad Loans payable in coin.....	13,734,000	6	"	"	'82-'90
U. S. Notes (greenbacks).....	389,511,567	var	Dem.			—S. W. Pacific, guar.....	1,589,000	7	"	"	'81-'87
Fractional Currency.....		"	"			—Han. and St. Jo. R. R. Loan.....	3,000,000	6	"	"	'81-'85
						Nebraska—(No Account).....					92
						Nevada—(No Account).....					
State Securities, latest dates.											
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	62	New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	'69-'78	99
.....(extended).....	2,414,800	5	"	'83-'85		.....of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	98
.....(sterling).....	770,500	6	Jan. & July.	'70-'86		.....of Oct. 1, 1865.....	1,267,000	6	April & Oct.	'60-'74	99
.....(extended).....	732,800	5	"	1886		.....of July 1, 1866.....	500,000	6	Jan. & July.	1869	
.....(new).....	660,200	8	"	'94-'95	98	New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84	103
Arkansas—*State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861		.....of 1863 (free).....	1,002,900	6	"	"	'86-'96
.....(State Bank).....	440,000	6	Jan. & July.	1868		.....of 1864.....	593,409	6	"	"	'97-'02
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	133	New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	
.....1860.....	177,500	7	"	1880			800,000	6	"	"	1878
.....Soldiers' Relief Bonds.....	470,500	7	"	'83-'85			1,189,781	6	"	"	pleas.
.....Bounty Bonds.....	982,000	7	"	'83-'85			900,009	5	"	"	1875
Connecticut—War Bonds, My, '61, (10 or 20yr).....		6	Jan. & July.	'71-'81	99	.....Canal Stocks.....	348,107	5	"	"	pleas.
.....Oct. '61, (10 or 20yr).....		6	"	'72-'82			2,607,300	6	J. A. J. & O.	1872	102
.....Nov. 1863.....	7,513,692	6	"	1883			5,726,800	6	"	"	1873
.....My, '64, (10 or 20yr).....		6	April & Oct.	'74-'78			2,250,000	6	"	"	1874
.....May 1, 1865, (free).....		6	"	1885			500,000	6	"	"	1875
.....(various) registered	867,500	6	Various.	Var.			900,000	6	"	"	1877
Florida—State Bonds.....	500,000	7	Jan. & July.	Var.			2,035,800	5	"	"	1874
		8	"	Var.		—Bounty Stock.....	3,757,000	7	Jan. & July.	1877	108
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	92	.....Bonds.....	22,186,000	7	"	"	1877
.....".....	176,000	7	May & Oct.	1870		North Carolina—State Bonds (old).....	8,511,000	6	J. & J. O. A. & O.	'69-'91	
.....(Act March 12, 1866).....	3,164,500	7	Jan. & July.	1886		.....(new).....	3,059,045	6	"	"	'92-'98
.....(W. & A. R. R.).....	1,519,000	6	"	'68-'74	85	.....(Chatham R. R.).....	3,200,000	6	Jan. & July.	1900	
.....".....	75,000	6	May & Oct.	1874		.....(funding).....	2,439,900	6	Jan. & July.	1898	
.....(Atl. and Gulf R. R.).....	734,000	6	Feb. & Aug.	'78-'86		Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.....(sterling).....	72,000	5	Mar. & Sept.	1869		.....".....	1,600,000	6	"	"	1875
Illinois—New Internal Improvement Stock.....	1,635,954	6	Jan. & July.	1870		.....".....	4,095,309	6	"	"	1881
.....Interest Bonds.....	996,649	6	"	1877	100	.....".....	2,400,000	6	"	"	1886
.....Liquidation Bonds.....	193,400	6	"	1865		—Union Loan (Columbus).....	400,000	6	May & Nov.	1871	
.....Refunded Stock.....	985,900	6	"	'69-'77		Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	
.....Thornton Loan Bonds.....	104,000	6	"	1869		—Relief Bonds.....	82,142	7	"	"	1874
.....War Loan Bonds.....	543,200	6	"	1879	102	Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	
.....Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870			1,642,128	5	Jan. & July.	1870	98
.....".....registered	535,367	6	"	1870		—Coupon Loans.....	4,724,000	5	Various.	'72-'82	94
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	97	.....Inclined Plane Loan.....	112,000	4	Jan. & July.	1882	
.....War Loan Bonds.....	210,000	6	May & Nov.	1888		—Redemption Loan of 1867.....	4,907,150	6	April & Oct.	1879	
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868			7,909,600	6	Feb. & Aug.	1872	105
.....War and Defense Bonds of 1861.....	300,000	7	"	1881		.....".....	9,273,050	6	"	"	1877
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97		.....".....	190,200	5	"	"	1882
.....Territorial Debt Bonds.....	100,000	6	July.	'83-'84		.....".....	2,820,750	5	"	"	'72-'87
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72	100	—Military Loan.....	30,500	6	"	"	1871
		5	May & Nov.	1879		Rhode Island—War Loan of 1861.....	1,157,000	6	April & Oct.	1891	99
.....Military Bonds.....	160,000	5	April & Oct.	'69-'73		.....of 1862.....	214,000	6	Mar. & Sept.	1882	99
Louisiana—State Bonds (Schools, &c.).....	635,000	6	Various.	'80-'93		.....of 1863.....	776,000	6	April & Oct.	1883	99
.....(Railroads).....	2,092,000	6	Jan. & July.	1893		.....of 1864.....	881,000	6	Jan. & July.	1893	99
.....(Charity Hospital).....	86,000	6	Various.	'69-'66	72	South Carolina—Fire Loan, 1838.....	314,454	6	Feb. & Aug.	1894	
.....(Leaves).....	1,000,000	6	Mar. & Sept.	1872		.....(stg.).....	484,445	5	J. A. J. & O.	1870	
.....".....(1867).....	2,414,000	6	Various.	1886	68	.....State House Loans.....	2,386,000	6	Jan. & July.	'71-'90	
.....".....(1868).....	3,000,000	6	May & Nov.	1907		—Blue Ridge R. R.....	1,000,000	6	"	"	'75-'79
.....(Funding).....	494,800	8	"	1908	87	—Funding Bonds.....	1,282,971	6	"	"	'70-'90
Maine—Civil Loans.....	250,000	6	Various.	'86-'88		Tennessee—State Bonds.....	1,398,640	5	April & Oct.	Var.	60
.....War Loan of 1861.....	171,000	6	"	'69-'74			2,916,000	5	"	"	
.....1863.....	800,000	6	"	1871	99	.....Railroad Loans.....	25,903,000	6	"	"	
.....1864.....	525,000	6	Mar. & Sept.	1883		—Railroad Endorsements.....	2,172,000	6	Jan. & July.	"	63
.....Bounty Loan of 1863.....	2,832,500	6	June & Dec.	1889	99	—Funding Bonds.....	4,677,950	6	"	"	69
Maryland—Sterling Bonds of 1838.....	475,000	5	Feb. & Aug.	1880	98	Texas—No legal debt.....					
	802,000	5	J. A. J. & O.	1865		Vermont—State Bonds.....	1,026,000	6	June & Dec.	'71-'78	100
.....converted.....	2,252,112	5	"	'89-'90		.....Certificates.....	201,000	6	"	"	'71-'78
.....Currency Bonds of 1837.....	1,214,580	5	"	'89-'90		Virginia—State Stock.....	20,653,962	6	Jan. & July.	"	604
.....".....1827.....	29,000	5	"	1880	96	.....Bonds.....	2,331,500	6	"	"	
.....".....1834-'35.....	1,438,428	5	"	'70-'85	95	.....stg.....	2,880,801	5	"	"	1870
.....".....1838-'39.....	525,000	5	"	'89-'99		.....Funding Stock.....	3,446,000	6	"	"	'80-'90
.....".....1838-'39.....	46,232	5	"	1890		.....Bonds.....	1,735,380	6	"	"	Var.
.....Defense Loan of 1864-'68.....	2,040,100	5	"	1883	100	West Virginia—No Debt.....					
.....South Relief Loan of 1867.....	100,000	6	"	1873		Wisconsin—War Loan Bonds.....	167,800	6	Jan. & July.	'77-'88	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Camden and Burlington County:						
1st Mortgage.	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	88
Alabama and Florida:							Cape Cod Central:						
1st Mortgage.	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.	125,000	6	"	Boston.	18—	....
Land Mortgage.	550,000	7	"	"	1887	....	Cape May and Millville:						
3d Mortgage.	300,000	7	April & Oct.	"	1871	....	1st Mortgage.	200,000	7	"	New York.	18—	....
Interest Coupon	304,101	7	Jan. & July.	"	1876	....	Catawissa:						
Albany and Susquehanna:							1st Mortgage.	262,000	7	Feb. & Aug.	Philadelphia.	1882	97
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:						
Albany City Loan	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
2d Mortgage for \$2,000,000	802,000	7	April & Oct.	"	1885	80	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....
Allegheny Valley:							Cedar Rapids and Missouri River:						
1st Mortgage.	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.	.....	7	"	New York.	1916	92
1st Mortgage (Extension).	4,000,000	7.3	"	"	1896	....	Central Branch Union Pacific:						
Androscoegin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1895	....
1st Mortgage.	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....
Ashuelot:							Central of Georgia:						
1st Mortgage.	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.	786,000	7	March & Sept.	Savannah.	1875	98
Atlantic and Great Western:							Central of New Jersey:						
1st Mortgage (New York).	886,000	7	April & Oct.	London.	1879	....	1st Mortgage.	900,000	7	Feb. & Aug.	New York.	1879	99
1st Mortgage (Pennsylvania).	2,151,500	7	"	"	1877	....	2d Mortgage.	600,000	7	May & Nov.	"	1875	100
1st Mortgage (Ohio).	3,740,900	7	"	New York.	1876	....	Central Ohio:						
1st Mortgage (Franklin Branch)	349,000	7	June & Dec.	London.	1882	....	1st Mortgage.	2,500,000	6	March & Sept.	New York.	1890	83
1st Mortgage (Buffalo Extension)	1,382,000	7	April & Oct.	"	1884	....	Central Pacific of California:						
1st Mortgage (Silver Creek Br.)	200,000	7	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.	21,003,000	6	Jan. & July.	New York.	1896	99
2d Mortgage (New York).	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.)	1,500,000	7	"	"	1885	111
2d Mortgage (Pennsylvania).	757,500	7	"	London.	1882	....	Convertible bonds.	1,500,000	7	"	"	1883	109
2d Mortgage (Ohio)	2,653,000	7	Jan. & July.	"	1883	....	National Loan.	21,003,000	6	"	"	1883	109
Consolidated Mortgage.	17,105,000	7	April & Oct.	"	1895	....	Charleston and Savannah:						
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)	505,000	6	March & Sept.	Charleston.	1877	40
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:						
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	"	New York.	18—	....	1st Mortgage for \$500,000	334,000	7	Jan. & July.	New York.	var.	62
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	"	"	18—	....	Cheraw and Darlington:						
1st Mortgage (Bainbridge Ext.)	500,000	7	"	"	18—	....	1st Mortgage.	150,000	7	"	Charleston.	1879	....
Consol. Mort. (\$2,000,000) free.	.....	7	Jan. & July.	"	1897	84	2d Mortgage.	75,000	7	"	"	1868	....
Atlantic and St. Lawrence:							Cheshire:						
Portland City Loan (sfg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	....	Company bonds.	672,200	6	Jan. & July.	Boston.	'75-'80	90
2d Mortgage.	1,499,992	6	April & Oct.	Portland.	1896	....	Chester Valley:						
Starting Loan	484,000	6	May & Nov.	London.	1878	....	1st Mortgage.	500,000	7	May & Nov.	Philadelphia.	1872	61
Baltimore and Ohio:							Chicago and Alton:						
Loan of 1864.	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	98
Loan of 1865.	863,250	6	Jan. & July.	"	1875	98	1st Mortgage.	2,400,000	7	Jan. & July.	"	1893	104
Loan of 1869.	579,500	6	"	"	1880	94	Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	"	1883	93
Loan of 1883.	1,710,500	6	April & Oct.	"	1885	92	Chicago, Burlington and Quincy:						
Baltimore City Loan of 1885.	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.	3,078,000	8	Jan. & July.	New York.	1883	112
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	Trust Mortgage, convertible	150,000	8	"	"	1883	....
Northwestern Va. R. R. 3d Mort.	155,000	6	"	"	1885	....	2d Mortgage.	941,000	4 1/2	July.	Frankfort.	1890	....
Bay de Noquet and Marquette:							Company bonds.	680,000	7	March & Sept.	New York.	1890	....
1st Mortgage.	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:						
1st Mortgage (B. and Ind. R.R.).	1,225,000	7	Jan. & July.	New York.	'70-'90	....	1st Mortgage for \$1,000,000.	400,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.	483,000	7	"	"	1870	....	Chicago and Great Eastern:						
Belleville and Snow Shoe:							1st Mortgage.	5,600,000	7	April & Oct.	New York.	1895	85
1st Mortgage.	99,000	6	Jan. & July.	Philadelphia.	18—	....	1st Mortgage (convertible).	.....	7	"	"	1895	....
Belvidere Delaware:							Chicago, Iowa and Nebraska:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	89 1/2	1st Mortgage.	1,110,000	7	"	New York.	1881	....
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	81 1/2	Chicago and Milwaukee, (45 m'ls):						
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	80	1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91
Blue Ridge, S. Car.:							3d Mortgage (" "						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	98
2d Mortgage.....	1,000,000	7	" "	" "	1881	92	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	93½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	88
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	81
1st Mort. (Junc. R. R. 1st Div.)	27,000	7	April & Oct.	New York.	1867	...	5th Mortgage.....	926,500	7	June & Dec.	" "	1888	75
1st Mort. (Junc. R. R. 2d Div.)	126,000	7	June & Dec.	" "	1882	...	Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	...
1st Mortgage (Clev. and Tol.)	692,000	7	April & Oct.	" "	1886	...	Starling Loan £800,000.....	4,844,400	7*	March & Sept.	London.	1875	...
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	102	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	...
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888	...	2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875	...
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.....	7	7	April & Oct.	New York.	1908	84½	1st Mortgage of 1882.....	350,000	7	Jan. & July.	New York.	1869	...
Columbus and Indiana Central:							1st Mortgage of 1884.....	740,000	7	May & Nov.	" "	1869	...
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	84½	Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	...
2d Mortgage.....	816,000	7	" "	" "	18—	80	Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—	80	1st Mortgage.....	200,000	7	— & —	Providence.	18—	...
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890	...	1st Mortgage, guaranteed.....	100,000	6	— & —	Princeton.	18—	...
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$800,000.....	573,800	6	June & Dec.	Boston.	1876	87½	1st Mortgage.....	815,000	7	— & —	New York.	18—	...
Connecticut River:							Galena and Chicago Union:						
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
Connecting:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	97
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Mississippi Bridge.....	200,000	7	Jan. & July.	" "	1884	...
Council Bluffs and St. Joseph:							Grand Rapids and Indiana:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887	...	1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	...
Cumberland Coal and Iron:							Grand River Valley:						
Bonds of Nov., 1882.....	397,000	6	Jan. & July.	New York.	1869	...	1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	...
Bonds of Feb., 1884.....	89,000	6	Feb. & Aug.	" "	1869	...	Grand Trunk (Can.):						
Bonds of July, 1887.....	93,000	6	" "	" "	1877	...	1st Preference Bonds.....	12,573,661	5*	Jan. & July.	London.	18—	...
Cumberland and Pennsylvania:							2d Preference Bonds.....	7,355,986	5*	" "	" "	18—	...
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891	...	3d Preference Bonds.....	3,414,094	4*	" "	" "	18—	...
Cumberland Valley:							4th Preference Bonds.....	25,592,800	4*	" "	" "	18—	...
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	Equipment Bonds.....	2,433,333	6*	April & Oct.	" "	18—	...
2d Mortgage.....	109,500	8	" "	" "	1904	...	Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	...
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—	...	Great Western of Canada:						
Danbury and Norwalk:							Government Loan £573,688.....	2,782,387	6*	— & —	Ottawa.	...	...
1st Mortgage.....	100,000	7	Jan. & July.	New York.	70-80	...	Mortgage Bonds £615,200.....	2,983,720	6*	— & —	London.	73-76	...
Dayton and Michigan:							Mortgage Bonds £547,000.....	2,652,950	5½*	— & —	" "	77-78	...
1st Mortgage.....	283,000	7	Jan. & July.	New York.	1867	...	Stock Debentures £46,700.....	226,500	5*	— & —	" "	irred.	...
2d Mortgage.....	2,589,000	7	" "	" "	1881	...	Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	" "	1884	...	1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	100
Toledo Depot Bonds.....	169,500	7	" "	" "	81-94	...	1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	...
Dayton and Union:							1st Mortgage (General).....	1,455,000	7	" "	" "	1888	87½
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	...	2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	77
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	...	Greenville and Columbia:						
Income Bonds.....	251,000	6	" "	" "	79 aft	...	State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	37
Dayton and Western:							1st Mortgage.....	1,000,000	7	" "	New York.	18—	...
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882	...	Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	June & Dec.	" "	...	...	State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	92
Delaware:							State Loan of 1855.....	1,500,000	6	" "	" "	1885	...
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000	2,300,000	7	April & Oct.	" "	1888	108
Guaranteed Bonds.....	100,000	6	" "	" "	1875	...	Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	123
State Loan.....	170,000	6	" "	" "	1876	...	Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	...
Delaware, Lackawann. & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	98½	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	94	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Des Moines Valley:							Hartford, Providence and Fishkill:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	...	1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Hartford.	1876	...
Income Bonds.....	462,000	7	Jan. & July.	" "	1884	...	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	" "	1876	...
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	...	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	...
2d Mortgage.....	1,000,000	8	" "	" "	1884	...	Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	...	1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	...
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	...	2d Mortgage.....	96,000	7	" "	" "	1885	...
Bonds of June 30, 1886, (cond.)	1,837,789	7	" "	" "	1886	...	Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.I.)							Texas State Loan, sinking fund.	432,000	6	Aprn & Oct.	New York.	67 '69	...
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	...	1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	...
Detroit and Pontiac (Detr. & Mil.):							Land Mort. S. F. (\$20,000 p. m.)	...	6	" "	" "	1891	...
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878	...	Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886	...	1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	...
Dubuque and Sioux City:							1st Mortgage.....	1,954,000	7	" "	" "	1869	104
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	91½	1st Mortgage.....	1,936,000	7	" "	" "	1870	...
1st Mortgage (construction).....	600,000	7	" "	" "	1894	...	2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	101
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	...	3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895	...	1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	...
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895	...	2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	...
East Brandywine & Waynesboro:							Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	25
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882	...	Illinois Central:						
Eastern:							Construction.....	2,955,000	7	April & Oct.	New York.	1875	120
State Loan (1st Lien).....	350,000	8	J. A. J. & O.	Boston.	768-72	...	Redemption.....	437,500	6	" "	" "	1875	...
2d Mortgage, (convert. sterling)...	420,000	5*	Jan. & July.	London.	1872	...	Redemption, sterling.....	2,560,500	6*	" "	" "	1890	...
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	96½	Illinois and Southern Iowa:						
1st Mortgage, (Essex Railroad)...	214,400	6	Jan. & July.	" "	1876	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	...
Bonds.....	160,000	6	April & Oct.	" "	1885	96	Indianapolis, Cin. and Lafayette:						
East Pennsylvania:							1st Mortgage (Ind. and Cin.)...	500,000	7	Jan. & July.	New York.	1866	...
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888	...	Indianapolis and Madison:						
East Tennessee and Georgia:							1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	...
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882	...	Jeffersonville (J. M. & I.):						
Tennessee Loan (1866).....	449,830	6	" "	" "	1898	...	1st Mortgage.....	397,000	7	March & Sept.	New York.	1861	94
Mortgage (old).....	643,000	6	" "	" "	1880	...	2d Mortgage.....	...	7	April & Oct.	" "	1873	...
Mortgage (new).....	124,900	7	" "	" "	1880	...	Jeffersonville, Madison & Indian:						
East Tennessee and Virginia:							1st Mortgage.....	1,980,000	7	April & Oct.	New York.	1900	...
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888	...	Louisville Loan (endorsement)...	150,000	6	" "	" "	1882	...
Tennessee Loan (1866).....	600,000	6	" "	" "	1894	...	Joliet and Chicago:						
Tennessee endorsed bonds.....	185,000	6	" "	" "	18—	...	1st Mortgage, guaranteed, S. F....	500,000	8	Jan. & July.	New York.	1874	...
Edgfield and Kentucky:							Joliet and Northern Indiana:						
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—	...	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1883	...
Elkhart and Williamsport:							Junction, Philadelphia:						
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	92	1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	90
Main Bonds.....	570,000	5	April & Oct.	" "	1872	60							
European and North American:													
1st Mortgage, S. F., £411,000.....	6*	6*	Jan. & July.	London.	18—	...							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mississippi and Tennessee:						
1st Mort. (Covington & Lexington).....	\$128,000	7	— & —	New York.	1872	....	1st Mortgage.....	\$600,000	7	April & Oct.	New York.	1876	....
2d Mortgage (do.).....	844,000	7	— & —	"	1882	....	2d Mortgage for \$1,300,000.....	850,000	8	Jan. & July.	"	1870	....
3d Mortgage (do.).....	236,000	7	— & —	"	1885	....	Tennessee State Loan.....	317,800	6	"	"	1892	....
Keokuk and St. Paul:							Mobile and Girard:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	93	1st Mortgage Bonds.....	\$250,000	6	— & —	.....	18—	....
Income.....	100,000	7	"	"	1887	....	Mobile and Ohio:						
Knoxville and Charleston:							1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	1st Mortgage, Sterling.....	8*	"	"	Mobile.	1882	52
Knoxville and Kentucky:							Tennessee Loans.....	1,669,800	6	Jan. & July.	New York.	1891	....
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Income of '61, '62, '65 and '67...	388,900	8	May & Nov.	Mobile.	1887	19
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
Lackawanna and Bloomsburg:							Interest bonds.....	697,900	8	"	Mobile.	1892	38
1st Mortgage.....	7	Jan. & July.	New York.	1875	....		Montgomery and Eufala:						
1st Mortgage (Extension).....	7	March & Sept.	Philadelphia.	1885	....		1st Mortgage, endorsed by Ala..	129,000	8	March & Sept.	New York.	1886	....
2d Mortgage.....	7	April & Oct.	"	1880	....		Montgomery and West Point:						
2d Mortgage (Extension).....	7	May & Nov.	"	1890	....		Income Bonds.....	100,000	8	Jan. & July.	New York.	1870	....
Lake Erie and Louisville:							Income Bonds.....	306,900	8	"	"	1876	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Mortgage Bonds.....	719,500	8	"	"	1881	82
Lehigh and Lackawanna:							1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	90
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	80 1/2	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	96
Lexington and Frankfort:							Nashville and Chattanooga:						
1st Mortgage.....	44,000	6	Jan. & July.	Lexington.	'69-'74	....	1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—	....
Lehigh Valley:							Tenn. State Loan.....	150,000	6	"	"	18—	....
1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. Coupons Funded.....	426,270	6	"	"	18—	....
New Mortgage, free of taxes....	1,000,000	6	June & Dec.	"	1898	94	Nashville and Decatur:						
Little Miami:							Tenn. State Loan.....	2,115,176	6	Jan. & July.	New York.	'98-'03	....
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870	....
Cincinnati Loan.....	100,000	6	"	Cincinnati.	1880	....	Nashville and Northwestern:						
Little Schuylkill:							Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'98-'04	....
1st Mortgage, sinking fund.....	847,500	7	April & Oct.	Philadelphia.	1877	90	2d Mortgage.....	792,050	6	"	"	'71-'83	....
Long Island:							Naugatuck:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1870	95	1st Mortgage, Convertible.....	244,000	7	Jan. & July.	Bridgeport.	1876	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	Newark and New York:						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage.....	600,000	...	— & —	New York.	18—	....
Louisville, Cincin. and Lexington:							New Bedford and Taunton:						
1st Mortgage for \$3,000,000.....	2,116,000	7	Jan. & July.	New York.	1897	85	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Louisville and Frankfort:							New Brunswick and Canada:						
1st Mortgage.....	108,000	6	Jan. & July.	New York.	'69-'78	....	1st Mortgage, Sterling \$220,000..	1,100,000	6*	May & Nov.	London.	1867	....
Louisville Loan.....	100,000	6	"	"	1881	....	Newcastle and Beaver Valley:						
Louisville and Nashville:							1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	98	2d Mortgage for \$100,000.....	39,200	7	March & Sept.	"	1877	....
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	"	'70-'75	96	New Haven and Northampton:						
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	"	1870	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	'80-'85	92	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	New Jersey:						
Louisville Loan, Lebanon Br. Ext.	225,000	6	May & Nov.	"	1886	....	Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	93
Louisville Loan, Leb. Br. Ext....	600,000	6	April & Oct.	"	1893	....	New London Northern:						
Consolid. 1st mort. for \$3,000,000	7	"	"	"	1898	90	1st Mortgage.....	60,000	7	Jan. & July.	New London.	1875	....
Louisville, N. Albany & Chicago:							1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	....	N. Orleans, Jackson & Gt. North:						
Macon and Brunswick:							1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
1st Mort. endorsed by Georgia...	190,000	7	Jan. & July.	New York.	1887	....	2d Mortgage.....	1,019,000	8	"	"	1890	70
McMinnville and Manchester:							N. Orleans, Opelousas & Gt. Wtn:						
Tenn. State Loan.....	772,000	6	Jan. & July.	New York.	....	....	1st Mort. construction (80 m.)..	1,903,000	8	April & Oct.	New York.	1889	46
Mahanoy and Broad Mountain:							2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	"	1887	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New York Central:						
Maine Central:							Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	92 1/2
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	100 1/2
\$400,000 Loan.....	315,200	6	June & Dec.	"	'70-'71	....	Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
Bangor City Loan.....	660,000	6	April & Oct.	"	1874	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	87
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	Bonds for real estate.....	162,000	6	"	"	1883	87
Marietta and Cincinnati:							Bonds and mortgages.....	58,215	7	various.	"	var.	....
1st Mortgage.....	2,368,385	7	Feb. & Aug.	Baltimore.	1892	89 1/2	Convertible bonds.....	210,000	7	Feb. & Aug.	"	1876	120
1st Mortgage, Sterling.....	1,000,000	7*	"	London.	1892	....	Renewal bonds of 1898.....	2,900,000	6	June & Dec.	"	1887	90 1/2
2d Mortgage.....	520,000	7	May & Nov.	Baltimore.	1896	70 1/2	New York and Flushing:						
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Memphis and Charleston:							New York and Harlem:						
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	1st Mortgage of 1893.....	3,000,000	7	May & Nov.	New York.	1873	100
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	85	Consolidated mortgage of 1893..	1,797,000	7	Feb. & Aug.	"	1893	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	New York and New Haven:						
Memphis, Clarksville & Louisv.							1st Mortgage.....	1,068,500	6	April & Oct.	New York.	1875	95
Tenn. State Loan.....	1,582,000	6	Jan. & July.	New York.	1890	76	New York, Providence & Boston:						
Memphis and Little Rock:							1st Mortgage.....	230,000	6	Feb. & Aug.	New York.	'73-'78	....
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	Improvement Bonds.....	100,000	7	Jan. & July.	"	1881	....
Mortgage (road and land).....	600,000	8	May & Nov.	"	1890	....	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
Michigan Central:							Norfolk and Petersburg:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage.....	297,750	7	Jan. & July.	New York.	'65-'70	72 1/2
1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	....	1st Mortgage.....	328,600	8	"	"	'65-'70	80
1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	113 1/2	2d Mortgage for \$300,000.....	6,000	8	"	Norfolk.	1869	....
1st Mortgage, dollars, convertible	293,000	8	April & Oct.	"	1882	....	North Eastern:						
Consol. Sinking Fund Mortgage	4,231,500	8	"	"	1882	130	1st Mortgage.....	700,000	7	March & Sept.	Charleston.	1869	75
Michigan Southern and North. Ind.:							2d Mortgage for \$300,000.....	345,000	7	Jan. & July.	"	1869	....
1st Mortgage, Sinking Fund.....	6,094,000	7	May & Nov.	New York.	1885	98	Interest Certificates.....	228,086	7	Jan. & July.	"	1875	....
2d Mortgage.....	2,693,000	7	"	"	1877	93 1/2	North Missouri:						
Goshen Air Line Mortgage.....	637,000	7	Feb. & Aug.	"	1868	....	1st Mortgage for \$6,000,000.....	3,000,000	7	Jan. & July.	New York.	1898	83 1/2
Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	91	North Pennsylvania:						
Mifflin and Centre County:							1st Mortgage.....	2,638,349	6	Jan. & July.	Philadelphia.	1890	90
1st Mortgage.....	145,000	6	April & Oct.	Philadelphia.	1885	....	Chatet Mortgage.....	377,385	10	April & Oct.	"	1897	109
Milwaukee & Chicago, (40 miles):							2d Mortgage.....	274,500	7	— & —	"	18—	83 1/2
2d Mortgage, (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	....	North Shore, S. I.:						
3d Mortgage, (").....	10,500	7	June & Dec.	"	1898	....	1st Mortgage.....	110,200	7	— & —	New York.	18—	....
Milwaukee and Prairie du Chien:							Northern Central:						
1st Mortgage.....	390,500	7	Jan. & July.	New York.	1891	....	1st Mortgage, Sinking Fund....	1,500,000	6	J. A. J. & O.	Baltimore.	1890	....
Milwaukee and St. Paul:							2d Mortgage, Sinking Fund.....	2,500,000	6	Jan. & July.	"	1885	88
1st Mortgage—370 miles.....	5,361,000	7	Jan. & July.	New York.	1893	93 1/2	3d Mortgage, Sinking Fund.....	1,228,000	6	April & Oct.	"	1900	80
2d Mortgage.....	1,476,000	7	April & Oct.	"	1884	84	Consol. 2d Mort. for \$6,000,000..	952,000	6*	Jan. & July.	"	1900	....
1st Mortgage (P. du C.).....	3,582,000	8	"	"	18—	104 1/2	Northern New Hampshire:						
2d Mortgage (P. du C.).....	739,000	7.3	"	"	18—	93	Company Bonds.....	145,000	6	April & Oct.	Boston.	1874	....
1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	18—	92	Northern New Jersey:						
Minnesota Valley:							1st Mortgage.....	300,000	7	Jan. & July.	New York.	18—	....
1st Mortgage \$5,000 per mile....	100,000	7	Jan. & July.	New York.	1896	....	North Western Virginia:						
Mississippi Central:							1st Mortgage.....	493,000	6	Jan. & July.	Baltimore.	187	95
1st Mortgage.....	1,246,000	7	May & Nov.	New York.	18—	72	2d Mortgage (B. & O. R. R. Co.)	200,000	6	"	"	1873	92
2d Mortgage.....	1,517,000	8	Feb. & Aug.	"	18—	40	3d Mortgage (B. & O. R. R. Co.)	200,000	6	"	"	1895	90
Tenn. State Loan.....	1,078,980	6	Jan. & July.	"	1896							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$500,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	95	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$6,000,000		7	Jan. & July.	"	1898	86	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	95	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	102½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	75½	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	76½	Richmond and Danville:						
3d Mort. " " "	573,500	8	May & Nov.	Richmond.	1873	71	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	70½	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	72½
Funded Coupons 1st & 2d Mort.	708,000	7	Jan. & July.	New York.	1882	72½	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Oswego and Rome:							4th Mortgage.....	504,000	7	"	Richmond.	1873	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
Income.....	200,000	6	Feb. & Aug.	"	1891	....	Richmond and Fort Wayne:						
Oswego and Syracuse:							1st Mortgage, guaranteed.....		7	"	New York.	18—	....
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Rich., Frederickburg & Potomac:						
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, sterling.....	57,333	6½	Jan. & July.	London.	1875	....
Pacific of Mo.:							Company Bonds, dollar.....	203,576	6	"	Richmond.	'69-'75	....
State Loan (20 and 30 years)...	7,000,000	5	Jan. & July.	New York.	'72-'89	....	Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Richmond and Petersburg:						
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	93	Company Bonds (coup. & reg.)...	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
1st (new) Mortgage for \$7,000,000		6½	Feb. & Aug.	New York.	1888	97½	Company Bonds (coupons).....	175,000	7	March & Sept.	Philadelphia.	1870	....
Panama:							Roanoke Valley (R. & Dan.):						
1st Mortgage, Sterling.....	416,000	7½	April & Oct.	London.	1870	....	1st Mortgage.....	148,200	7	Jan. & July.	New York.	'60-'76	....
2d Mortgage, Sterling.....	346,000	7½	"	"	1875	....	Rockford, R. Island & St. Louis:						
3d Mortgage, Sterling.....	1,912,000	7½	Feb. & Aug.	"	1872	....	1st Mortgage, convertible, S.F. free		7½	Feb. & Aug.	N. Y. & Lond.	1919	96
Peninsula (O. & N. W.):							Rome, Watertown & Ogdensb.:						
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	96	1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
Pennsylvania:							2d Mort. (Watertown & Rome)...	37,000	7	March & Sept.	"	'68-'71	....
1st Mort. { Harrisb. to Pittsb. }	4,972,000	6	Jan. & July.	Philadelphia.	1880	100½	Sinking Fund (Watert. & Rome)	731,600	7	"	"	1880	....
2d Mort. { " " " }	2,594,000	6	April & Oct.	"	1875	96	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. { " " " }	2,283,840	6	"	London.	1875	....	Rutland and Burlington:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	140½
State lien on whole property...	6,232,755	5	April & Oct.	Harrisburg.	1890	....	2d Mortgage.....	937,500	7	"	"	1863	60
Short Bonds and Debentures...	3,520,728	6	Various.	Philadelphia.	var.	....	3d Mortgage.....	440,000	7	"	"	1863	....
Pensacola and Georgia:							Sacramento Valley:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	1st Mortgage.....	400,000	10½	Jan. & July.	New York.	1875	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	2d Mortgage.....	329,000	10½	Feb. & Aug.	San Francisco.	1881	....
2d Mortgage.....	255,000	8	"	"	18—	....	St. Joseph and Council Bluffs:						
Peoria and Bureau Valley:							1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	St. Louis, Alton and Terre Haute:						
Peoria, Pekin and Jacksonville:							1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	95
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
Petersburg:							2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	84
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Philadelphia and Baltimore Cent.:							2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	77
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	St. Louis and Iron Mountain:						
Philadelphia and Erie:							1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	85½
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	97	St. Louis, Jacksonville & Chicago:						
1st Mortgage (General).....	5,000,000	6	"	"	1881	88½	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	93
2d Mortgage.....	4,000,000	7	"	"	1901	89½	Equipment Bonds, free.....		10	Jan. & July.	"	18—	....
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	St. Paul and Chicago:						
Philadelphia, Germant. & Norist.:							1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	St. Paul and Pacific 1st Division:						
Philadelphia and Reading:							1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	99½	1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1836-43-44-48 and 49..	2,497,800	6	"	"	1880	91½	General Mort., stg. for £780,000		7½	Jan. & July.	London.	18—	....
Bonds of 1857, convertible.....	171,500	6	"	"	1886	94½	General Mort., dol. for \$7,000,000		7	"	New York.	18—	....
Bonds of 1836, Sterling.....	182,400	5½	"	"	1880	....	Salem:						
Bonds of 1836, Sterling, conv....	288,000	7½	"	"	'72-'77	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	105½	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	74½
Philadelphia, Wilmington & Balt.:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	385,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	93	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	945,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	90	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"									

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

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An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.)							Western Alabama:						
1st Mortgage, reconstruction	\$55,000	7	March & Sept.	New Haven.	1880	....	1st Mortgage, guar. for \$500,000.	.....	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912	2,612,944	5*	Jan. & July.	London.	'71-'85	....	1st Mort. Land Grant, stg. conv.	1,000,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,081	262,366	5*	"	Charleston.	'71-'85	....	West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74	....	1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	595,500	7	"	"	'68-'72	....	2d Mortgage, registered	562,000	8	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91	....	West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	238,000	6	March & Sept.	Philadelphia.	1883	92
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	94	Loan of 1865 for \$1,000,000	780,000	6	Jan. & July.	"	1896	....
South Side, Va.:							Western (Boston and Albany):						
Virginia State Loan	800,000	6	Jan. & July.	New York.	1'87	....	Sterling Loans, £399,900	4,319,520	5*	April & Oct.	London.	'68-'71	97
2d Mort., guar. by Petersburg	300,000	6	"	Petersburg.	'70-'75	65	Dollar Bonds	936,500	6	"	Boston.	1875	96
3d Mort. (for City Point R. R.)	175,000	6	"	"	'65-'68	....	Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72	....	1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	75
5th Mortgage	119,000	8	"	"	'63-'69	....	1st Mortgage, endorsed by Balt.	200,000	6	"	"	1890	90
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	300,000	6	"	"	1890	86
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....	2d M. for \$300,000, end. by W. Co.	300,000	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85	....	1st Mortgage, guaranteed	1,283,600	6	April & Oct.	Philadelphia.	18—	80
South West Pacific:							Western Union						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871	....	1st Mortgage for \$5,000,000	4,000,000	7	Feb. & Aug.	New York.	1890	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885	....	1st M. for \$1,000,000 end. by Ala.	.....	7	— & —	—	18—	....
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....	N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State	.....	8	"	"	1897	75
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....	Wilmington and Manchester:						
Steuenville and Indiana:							1st Mortgage	596,000	7	June & Dec.	New York.	1890	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	75	2d Mortgage	200,000	7	May & Nov.	"	1873	....
Sullivan:							Income Bonds	160,000	7	March & Sept.	Wilmington.	1884	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....	Bonds secured by W. & W. stg.	75,000	7	Jan. & July.	"	1882	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....	Consol. Mortgage for \$2,000,000.	.....	7	May & Nov.	New York.	'92-'92	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876	....	1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling	197,777	7*	"	"	1886	....
1st Mortgage	206,000	7	Jan. & July.	New York.	18—	....	Sinking Fund Mortgage	508,000	7	April & Oct.	New York.	1890	91
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	95	Tenn. State Loan	1,098,229	6	Jan. & July.	New York.	'88-'90	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884	85	Stg. State Loan	85,333	6	August.	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds	120,000	7	Jan. & July.	Baltimore.	1897	....
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	84	Winona and St. Peter:						
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	85	1st Mortgage (C. & N. W.)	.....	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	91	1st Mort. guar. by N. Central	52,000	7	May & Nov.	Baltimore.	1897	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	York and Cumberland (N. Cent.)						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	83	1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	2d Mortgage	25,000	6	Jan. & July.	"	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	76	3d Mortgage	500,000	6	"	"	1877	....
S. F. B. (Tol., W. & W. 499 m.)	269,000	7	April & Oct.	"	1871	....	CASAL BONDS						
Consol. M. (T. W. & W. 499 m.)	2,700,000	7	J. A. J. & O.	"	1907	82	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	92
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....	Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885	....	State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
3d Mortgage	650,000	7	May & Nov.	"	1875	....	1st Mort. guar. by N. Central	4,375,000	5*	"	London.	1890	....
Convertible Bonds	300,000	7	March & Sept.	Troy.	1882	....	Preferred Bonds	1,669,500	6	Jan. & July.	Baltimore.	1886	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	62
2d Mortgage, guaranteed	180,000	6	"	"	1877	....	Delaware and Hudson:						
Union and Logansport:							1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905	....	1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)	.....	7	"	"	1877	....
1st Mortgage, free	25,998,000	6*	Jan. & July.	New York.	1897-8	89	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	25,998,000	6	"	"	1897-8	....	1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Union Pacific—Central Branch:							Interest Bonds	161,960	7	"	"	18—	....
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....	Illinois and Michigan:						
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	"	1895	....	Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling, reg.	500,967	6*	"	"	1870	....
1st Mortgage	6,303,000	6*	June & Dec.	New York.	1895	....	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & July.	"	1895	....	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage	3,000,000	7	June & Dec.	Philadelphia.	1896	79	1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage	1,500,000	7	Jan. & July.	Boston.	1897	40	2d Loan	5,006,122	6	"	"	1884	82
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	100	3d Loan	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan	5,000,000	6*	June & Dec.	"	1897	93
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	95	Convertible Loan	1,201,850	6	"	"	1877	81
Vermont Valley:							Monongahela Navigation:						
1st Mortgage	386,000	7	April & Oct.	New York.	1890	....	1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	114,000	6	"	Boston.	1890	....	2d Mortgage	57,000	6	"	"	18—	....
3d Mortgage	293,200	7	"	New York.	1859	....	Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage	465,500	6	April & Oct.	Jersey City.	1876	90
Consolidated Mort.—1st class	722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage	302,750	6	"	"	1876	....
" " 2d class	850,000	7	or	"	1890	....	Boat Loan	232,087	6	"	"	1885	77
" " 3d class	154,000	7	April & Oct.	"	1890	....	North Branch:						
" " 4th class	1,263,000	7	"	"	1890	....	1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons	420,000	7	"	"	....	....	Schuylkill Navigation:						
Special Loan	200,000	8	"	"	....	....	1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
Virginia Central:							2d Mortgage	3,980,670	6	Jan. & July.	"	1882	68
State Loan	210,000	6	Jan. & July.	New York.	1891	....	Improvement Loan	1,601,670	6	May & Nov.	"	1876	61
1st Mortgage (guar. by State)	100,000	6	"	N. Y. & Rich.	1880	....	Susquehanna and Tide Water:						
2d Mortgage	206,500	6	"	"	1872	....	Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage	983,000	6	"	"	1884	....	Coupon Bonds	1,250,000	6	"	Baltimore.	1878	57
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78	....	Preferred Interest Bonds	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	....	1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
2d Mortgage	23,500	6	"	"	1879	64	West Branch and Susquehanna:						
3d Mortgage (Enlarged)	990,000	6	"	"	1884	66	1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Income Bonds	138,500	6	"	"	1886	....	Wyoming Valley:						
Funding Bonds (\$1,000,000)	736,000	8	"	"	18—	72	1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80
Warren:							MISCELLANEOUS BONDS						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....	American Dock & Improvement:						
Warren and Franklin:							Bonds guar. by C. R. R. Co., N. J.	2,000,000	7	Jan. & July.	New York.	1880	96
1st Mortgage	1,937,000	7	— & —	Philadelphia.	18—	82	Western Union Telegraph:						
Warwick Valley:							1st Mortgage, convertible	4,857,000	7	May & Nov.	New York.	1875	85
1st Mortgage	85, 0	7	April & Oct.	New York.	1880	....	Bonds of American Tel. Co.	89,600	7	Jan. & July.	"	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Date		City		Company		Capital		Assets		Liabilities		Net Worth		Notes	
Year	Month	City	State	Company	Capital	Assets	Liabilities	Net Worth	Notes	Year	Month	City	State	Company	Capital
1887	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1887	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1888	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1888	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1889	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1889	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1890	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1890	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1891	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1891	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1892	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1892	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1893	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1893	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1894	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1894	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1895	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1895	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1896	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1896	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1897	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1897	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1898	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1898	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1899	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1899	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000
1900	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1900	Dec 31	Cincinnati	Ohio	Central Ohio & Ohio	1,000,000

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See asterisk ()* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "§."

[illegible]

Feb. 29, 1868	Mar. 31, 1868	Apr. 30, 1868	May 31, 1868	Jun. 30, 1868	Jul. 31, 1868	Aug. 31, 1868	Sep. 30, 1868	Oct. 31, 1868	Nov. 30, 1868	Dec. 31, 1868	1869	1870	1871	1872	1873	1874	1875	1876	1877	1878	1879	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "5."

Abstract of General Balance Sheet.																										
Years ending	Railroad.			Rolling Stock.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.							
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.		Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	P. c.
Dec. 31, 1867	91.0			200.0	22	20	15	242	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
July 31, 1867	104.1	102.9			2	4	2	27	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Dec. 31, 1867	68.0				2	4	2	27	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Dec. 31, 1867	20.0				2	4	2	27	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Sept. 30, 1867	13.0				2	4	2	27	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Sept. 30, 1867	13.0				2	4	2	27	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
June 30, 1867	15.0				2	4	2	27	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Nov. 30, 1867	21.9				2	4	2	27	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Nov. 30, 1867	13.2				2	4	2	27	3,802,337	265,380	225,522	3,203,900	437,000	145,777	271,108	91.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Dec. 31, 1867	81.0			22.0	12	10	3	143	3,182,438	243,679	124,136	1,314,130	1,721,514	35,906	478,754	81.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Sept. 30, 1867	73.0			105.0	27	21	11	699	1,952,509	691,078	331,122	1,953,150	5,000	183,567	800,925	73.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Nov. 30, 1867	73.0			105.0	27	21	11	699	1,952,509	691,078	331,122	1,953,150	5,000	183,567	800,925	73.0	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Oct. 31, 1867	80.6			4.9	21	8	1	268	825,995	625,116	26,502	3,763,116	287,000	211,028	287,126	80.6	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Dec. 31, 1867	111.0			71.5	21	8	1	268	825,995	625,116	26,502	3,763,116	287,000	211,028	287,126	80.6	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Dec. 31, 1867	45.8			46.2	105	13	6	220	20,999,000	1,604,010	161,172	6,700,000	15,494,000	68,670	491,613	105	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Sept. 30, 1867	34.9			9.3	105	13	6	220	20,999,000	1,604,010	161,172	6,700,000	15,494,000	68,670	491,613	105	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Sept. 30, 1867	34.9			9.3	105	13	6	220	20,999,000	1,604,010	161,172	6,700,000	15,494,000	68,670	491,613	105	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Sept. 30, 1867	27.0			6.0	105	13	6	220	20,999,000	1,604,010	161,172	6,700,000	15,494,000	68,670	491,613	105	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Sept. 30, 1867	27.0			6.0	105	13	6	220	20,999,000	1,604,010	161,172	6,700,000	15,494,000	68,670	491,613	105	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Sept. 30, 1867	21.1			2.1	105	13	6	220	20,999,000	1,604,010	161,172	6,700,000	15,494,000	68,670	491,613	105	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Sept. 30, 1867	21.1			2.1	105	13	6	220	20,999,000	1,604,010	161,172	6,700,000	15,494,000	68,670	491,613	105	124,208	3,802,337	(9 1/2 mos.)	118,970	7,761	100	100	100	100	100
Dec. 31, 1867	50.0				58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Dec. 31, 1867	50.0				58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Dec. 31, 1867	50.0				58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Dec. 31, 1867	50.0				58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Sept. 30, 1867	84.9			2.6	58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Sept. 30, 1867	84.9			2.6	58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Sept. 30, 1867	12.0			18.5	58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Sept. 30, 1867	12.0			18.5	58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Sept. 30, 1867	69.3			2.0	58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
May 31, 1867	117.0			2.0	58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
May 31, 1867	117.0			2.0	58	14	4	1,045	625,000	78,945	79,918	5,000,000	17,600,000	30,000	800,925	50.0	273,412	6,589,623	20,419,002	538,236	246,604	100	100	100	100	
Sept. 30, 1867	140.0				19	10	5	132	8,405,429	175,540	205,698	5,000,000	5,000,000	5,000,000	392,872	140.0	300,405	4,923,004	5,225,008	554,511	107,648	100	100	100	100	
Sept. 30, 1867	140.0				19	10	5	132	8,405,429	175,540	205,698	5,000,000	5,000,000	5,000,000	392,872	140.0	300,405	4,923,004	5,225,008	554,511	107,648	100	100	100	100	
Sept. 30, 1867	140.0				19	10	5	132	8,405,429	175,540	205,698	5,000,000	5,000,000	5,000,000	392,872	140.0	300,405	4,923,004	5,225,008	554,511	107,648	100	100	100	100	
Sept. 30, 1867	140.0				19	10	5	132	8,405,429	175,540	205,698	5,000,000	5,000,000	5,000,000	392,872	140.0	300,405	4,923,004	5,225,008	554,511	107,648	100	100	100	100	
Sept. 30, 1867	140.0				19	10	5	132	8,405,429	175,540	205,698	5,000,000	5,000,000	5,000,000	392,872	140.0	300,405	4,923,004	5,225,008	554,511	107,648	100	100	100	100	
Sept. 30, 1867	140.0				19	10	5	132	8,405,429	175,540	205,698	5,000,000	5,000,000	5,000,000	392,872	140.0	300,405	4,923,004	5,225,008	554,511	107,648	100	100	100	100	
Sept. 30, 1867	140.0																									

CITY PASSENGER RAILROAD SHARE AND BOND LIST.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

PASSENGER RAILROAD BONDS.																				
Years ending.	Length equiv. single track.	Horses & Passengers.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.			COMPANIES.			Interests.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.	Amount outstanding.	Rate.	Payable.	Principal Payable.	Market Price.	
Sept. 30, '08	7.37	No. 91	No. 12	Albany..... N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100		Albany: 1st Mortgage.....	40,000	7	J. & J.	18	
Oct. 31, '08	3.25	12	35	Albany st. Freight (B'ton). Mass.		150,000						100	100		Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1872	
Dec. 31, '08	31.00	450	80	Allentown..... Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100		Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J. & J.	18	
Sept. 30, '08	22.00	401	50	Baltimore City..... Md.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100		Broadway and 7th Avenue: 1st Mortgage.....	600,000	7	J. & D.	1884	
Nov. 30, '08	3.53	162	40	Bleek. et. & F.F. (N.Y.C.) N.Y.	110,000	110,000			8,800	1,193	6.8	100	100		Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	18	
Sept. 30, '08	10.76	791	106	Boston and Chelsea..... Mass.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100		Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1872	
Sept. 30, '08	8.00	10	30	B'way & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100		Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J. & J.	1875	
Sept. 30, '08	74.00	1420	291	Brooklyn, Bath & Coney I. N.Y.	156,838	99,850	80,130	7,538	24,517	Loss.		100	100		Brooklyn, Prosp. P. & Flatb.: 1st Mortgage.....	300,000	7	M. & N.	1878	
Sept. 30, '08	11.00	201	43	Brooklyn City..... N.Y.	1,164,204	1,500,000	300,130		1,197,309	283,938	12.0	100	100		Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J. & J.	18	
Sept. 30, '08	6.50	40	12	Brooklyn City & Newtown N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100		Buffalo street: 1st Mortgage.....	186,000	7	J. & D.	1881	
Sept. 30, '08	4.28	4	30	Brooklyn, Prosp. P. & Flatb. N.Y.	434,600	254,600	300,000	1,487				100	100		Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1853	
Sept. 30, '08	15.21	197	53	B'klyn & Rockaway Beach N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100		Central Park, N. & E. River: 1st Mortgage.....	626,000	7	J. & J.	1874	
Nov. 30, '08	28.52			Buffalo street..... N.Y.	318,909	56,300	186,000	109,500	99,734	17,427	50	50		Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J. & J.	1870		
Sept. 30, '08	1.76			Bushwick (Brooklyn)..... N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100		Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J. & J.	1873	
Sept. 30, '08	36.00	561	149	Cambridge (Boston)..... Mass.	731,671	727,800	150,000	94	89,058	9.0	100	100	99	D. Dock, E. Bdw. & Battery: 1st Mortgage.....	700,000	7	J. & J.	18		
Dec. 31, '08	9.20			Central City (Syracuse)..... N.Y.	29,758	21,130	6,000		18,645	4,997	10	10		Eighth Avenue (N.Y. City): 1st Mortgage.....	203,000	7	J. & J.	18		
Oct. 31, '08	7.25	200	37	Cen. P. & N. & E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,044	512,962	18,812		100	100		42d st. & G'd st. Ferry (N.Y.): 1st Mortgage.....	180,000	7	J. & J.	1873	
Oct. 31, '08	9.00	146	30	Cincinnati street..... O.	179,635	192,750			227,369	95,876	32.1	50	194		Real Estate: 1st Mortgage.....	100,000	7	var.	var.	
Oct. 31, '08	6.50			Citizens' (Pittsburg)..... Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44		Frankford and Southwark: 1st Mortgage.....	200,000	7	J. & J.	1869	
Sept. 30, '08	14.83	236	18	City Passenger (Cin.)..... O.								100	100		Germantown: 1st Mortgage.....	350,000	7	J. & J.	1874	
Sept. 30, '08	22.89	792	116	Coney Island (Brooklyn) N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100		Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J. & J.	1870	
Sept. 30, '08	3.50			Dry Dock, E.B. & B. (N.Y.C.) N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100		Grand st. and Newtown: 1st Mortgage.....	30,000	7	J. & J.	18	
Oct. 31, '08	1.63	10	3	Dunkirk and Fredonia..... N.Y.	42,605	34,815		2,448	8,721	3,443		100	100		Harl. Br., Morris' & Fordh.: 1st Mortgage.....	130,000	7	J. & J.	1877	
Sept. 30, '08	18.00	872	169	Easton and S. Easton..... Pa.	24,275	26,000	500		10,444	3,732	25	25		Heston, Mantua & Fairm.: 1st Mortgage.....	165,700	7	J. & J.	1874		
Dec. 31, '08	8.00	52	9	Eighth Avenue (N.Y. City) N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100		Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M. & N.	1878	
Sept. 30, '08	1.74			Fairhaven and Westville..... Conn.	152,917	150,000						100	100		Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	J. & J.	1873	78
Sept. 30, '08	15.38	387	50	Fifth Ward (Syracuse)..... N.Y.	27,533	26,170			6,761	2,468		100	100		Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J. & J.	1872	
Oct. 31, '08	10.37	298	40	42d st. & G'd st. F. (N.Y.C.) N.Y.	1,041,204	748,000	200,000		341,781	85,664	10.0	100	100		Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A. & O.	1880	
Sept. 30, '08	3.25	16	5	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50		Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J. & J.	1878	
Oct. 31, '08	84.25	125	25	Genesee & Water st. (Syr.) N.Y.	64,200	42,500	9,000	400	8,653	159		100	100		Middlesex (Boston): 1st Mortgage sinking fund	96,500	6	J. & D.	18	
Oct. 31, '08	6.40	125	25	Germantown (Phila.)..... Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	31	Ninth Avenue (N.Y.): 1st Mortgage.....	167,000	7	J. & J.	18	
Sept. 30, '08	5.50	92	15	Girard College (Phila.)..... Pa.	171,712	170,000			117,342	25,119	8.5	50	17		Orange and Newark: 1st Mort. Broad street.....	100,000	6	J. & J.	1881	
Oct. 31, '08	5.09	224	42	G'd st. & Newtown (B'kn) N.Y.	200,000	170,000	30,000		72,870	5,321		100	100		1st Mort. O. & N. R. R.....	100,000	6	J. & J.	1880	
Sept. 30, '08	10.00	122	23	Green and Coates st. (Phila.) N.Y.	236,220	150,000	100,000		187,103	22,887	7.5	50	15		2d Mort. O. & N. R. R.....	100,000	6	J. & J.	1883	
Oct. 31, '08	2.14	18	6	Greenpoint & Wm'g (B'kn) N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100		Philadelphia City: 1st Mortgage.....	200,000	6	J. & J.	1879	
Dec. 31, '08	9.00	19	6	Harl. Br. & Morr. & F'dham. N.Y.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24		Philadelphia and Darby: 1st Mortgage.....	89,000	7	J. & J.	1875	
Oct. 31, '08	13.17	345	78	Harrisburg City..... Pa.	180,000	180,000						100	100		Pittsb. Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M. & N.	1878	
Dec. 31, '08				Hartford & Wethersfield. Conn.	472,687	306,390	165,700	3,292	262,820	40,431	50	50	11	Quincy: 1st Mortgage.....	66,424	6	var.	var.		
Sept. 30, '08	2.50			Hest. & Mant. & F'mount (Ph.) Pa.											Plain bonds.....					
Dec. 31, '08	10.47			Hoboken and Hudson City N.J.											Ridge Av. and Manayunk: 1st Mortgage.....	48,500	7	J. & J.	18	
Sept. 30, '08	3.56	28	9	Hoboken and Weehawken N.J.	161,535	106,700	74,000	9,272				100	100		1st Mortgage.....	15,000	6	J. & J.	18	
Oct. 31, '08	5.20	113	21	Hudson Av. (Brooklyn)..... N.Y.	78,989	75,000			20,971	2,170	34	100	100		Salem and Danvers: 1st Mortgage.....	32,100	6	J. & J.	18	
Nov. 30, '08	4.03	48	9	Jersey City & Bergen Point N.Y.	165,627	90,000	62,500	10,560	70,353	9,702	25	9		Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J. & D.	1877		
Nov. 30, '08	12.50	201	32	Kingston and Rondout..... N.Y.	69,416	55,830		2,080	29,240	3,411		100	100		Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J. & J.	1868	
Nov. 30, '08	3.60			Lombard and South st. (Ph.) Pa.	207,587	200,000	50,000	45,048	153,658	Loss.		100	100		2d Mortgage.....	100,000	7	J. & J.	1874	
Nov. 30, '08	3.08			Lowell Horse..... Mass.	60,246	52,600			24,472			100	100		Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J. & D.	1877	
Nov. 30, '08	6.11	37	6	Lynn and Boston..... Mass.	177,624	177,700						100	100		Syracuse and Geddes: 1st Mortgage.....	25,000	7	J. & J.	18	
Sept. 30, '08	6.00	58	13	Malden and Melrose (B'tn) Mass.	27,506	21,000	6,500					100	100		Third Avenue (N. Y.): 1st Mortgage.....	1,000,000	7	J. & J.	1875	
Nov. 30, '08	42.86	791	156	Marginal Freight (Boston) Mass.	177,624	177,700						100	100		Real estate.....	500,000	var.	var.	var.	
Nov. 30, '08	7.42	254	47	Medford & Charleat. (B'tn) Mass.	50,241	50,000			12,810	18,014	2,240	100	100		Troy and Lansingburg: 1st Mortgage.....	100,000	7	A. & O.	1872	
Sept. 30, '08	12.20	180	52	Merrimac Valley..... Mass.	361,506															

PREFERRED & GUARANTEED STOCKS.

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Faid.	Market Price.
RAILROAD STOCKS:					
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	7	104
Atlantic and St. Lawrence* guar.	2,494,000	4	4	4	104
Baltimore and Ohio, pref.	3,000,000	6	6	6	104
Berkshire,* guaranteed	600,000	7	7	7	104
Berkshire and Corning,* guar.	250,000	5	5	5	104
Boston, Concord and Montreal, pref.	1,340,000	6	6	6	104
Buffalo, N. York and Erie,* guar.	950,000	7	7	7	104
Camden and Atlantic, pref.	600,000	7	7	7	104
Canadians,* pref. and guar.	2,200,000	7	7	7	104
Cayuga and Susquehanna,* guar.	589,110	9	9	9	104
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	34	34	104
Central Ohio, preferred	400,000	7	7	7	104
Chemung,* guar.	380,000	8	6	6	104
Cheshire, preferred	2,017,815	7	3	80	104
Chicago and Alton, pref.	2,425,400	7	10	160	104
Chicago, Iowa and Nebraska,* guar.	2,600,000	10	10	10	104
Chicago and Northwestern, pref.	16,356,287	7	10	96	104
Cleveland and Mahoning,* guar.	2,056,000	7	7	7	104
Cleveland and Toledo,* guar.	6,250,000	34	34	34	104
Coebech,* preferred	177,750	8	8	8	104
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	6	104
Cumberland Valley, 1st pref.	241,900	8	8	114	104
" 2d pref.	242,000	8	8	8	104
Delaware,* guaranteed	594,261	6	6	6	104
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	6	6	104
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97	104
Dubuque Southwestern, pref.	330,308	7	7	7	104
Eastern (N. H.)* guaranteed	492,500	8	8	8	104
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	5	104
Elmira and Williamsport,* guar.	500,000	5	5	5	104
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	83	104
Erie, preferred	8,536,910	7	7	119	104
Hannibal and St. Joseph, pref.	5,253,836	7	7	7	104
Harrisburg and Lancaster,* guar.	1,182,500	7	7	7	104
Honolonic, preferred	1,180,000	8	4	64	104
Huntingdon & Broad Top Mountain, preferred	190,750	7	34	34	104
Joliet and Chicago,* guar.	1,500,000	7	7	7	104
Joliet and Northern Indiana,* guar.	300,000	8	8	8	104
Lackawanna and Bloomsburg, pref.	500,000	7	7	7	104
Leeds and Farmington,* guar.	2,646,100	7	7	7	104
Little Schuylkill,* guar.	2,646,100	7	7	7	104
Louisville, Cincinnati and Lexington preferred	211,122	9	9	102	104
Marietta and Cincinnati, 1st pref.	6,588,135	6	23	23	104
" 2d pref.	4,051,744	6	8	8	104
Manchester and Lawrence*	1,000,000	9	9	9	104
Michigan Southern, guaranteed	586,800	10	10	10	104
Mill Creek and Mine Hill,* guar.	323,375	10	10	10	104
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	105	105	104
" 2d pref.	1,014,000	7	7	7	104
Milwaukee and St. Paul, preferred	8,050,892	7	86	86	104
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	8	104
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	12	104
New Haven and Northampton*	1,344,000	2	2	2	104
New York and Harlem, pref.	1,500,000	8	150	150	104
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	6	104
North Eastern (S. C.) preferred	155,000	8	8	8	104
Ogdenburg and L. Champlain, pref.	1,037,000	8	107	107	104
Ohio and Mississippi, pref.	3,500,000	7	70	70	104
Patterson and Hudson,* guar.	630,000	8	8	8	104
Patterson and Ramapo,* guar.	248,000	5	5	5	104
Peoria and Bureau Valley,* guar.	1,200,000	6	6	6	104
Philadelphia and Erie,* guar.	5,996,700	10	10	10	104
Philadelphia and Reading, pref.	1,551,800	10	10	10	104
Philadelphia and Trenton,* guar.	1,099,120	10	10	10	104
Pittsfield and North Adams,* guar.	450,000	6	6	6	104
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	6	104
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	6	104
Portsmouth and Concord*	350,000	7	7	7	104
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	7	104
Rochester and Genesee Valley*	567,500	7	7	7	104
Railroad, preferred	7	7	76	76	104
St. Louis, Alton and T. H., pref.	2,040,000	7	60	60	104
Sandusky and Cincinnati, pref.	445,596	6	34	34	104
Schuylkill Valley,* guar.	578,050	5	5	5	104
Shamokin Valley & Pottsville,* guar.	869,450	5	5	5	104
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	7	104
" (E. D.) pref.	1,700,000	7	7	7	104
Toledo, Wabash and Western, pref.	1,000,000	7	81	81	104
Troy and Greenbush,* guar.	274,000	7	7	7	104
Vermont and Canada,* guar.	2,600,000	8	8	8	104
Warren,* guar.	1,408,300	7	7	7	104
White Mountains,* guar.	200,000	5	5	5	104
Wrightsv. York & Gettysburg,* pref.	317,050	2	2	2	104
CANAL STOCKS:					
Delaware Division,* guar.	1,033,350	8	8	8	104
Morris, preferred	1,175,000	10	65	65	104
Schuylkill Navigation, pref.	2,988,997	6	40	40	104
Union, preferred	6	6	6	6	104
MISCELLANEOUS STOCKS:					
Cumberland Coal, pref.	6	34	34	34	104
Mariposa Mining, pref.	5,774,400	7	16	16	104

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 90 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	39	@	44	—
Pig, American, No. 1 (good to best).....	42	@	—	—	—
Pig, American, No. 2.....	38	@	39	—	—
Pig, American, Forge.....	36	@	37	—	—
Bar, Refined, English and American.....	85	@	90	—	—
Bar, Swedes, assorted sizes.....	(gold)	82	50	@	87 50

STORE PRICES.

Bar, Swedes, ordinary sizes.....	—	@	140	—	—
Bar, English and American, Refined.....	90	@	92	50	—
Bar, English and American, Common.....	85	@	87	50	—
Scroll.....	120	@	150	—	—
Ovals and Half-round.....	117	50	@	142	50
Band.....	117	50	@	—	—
Horse Shoe.....	117	50	@	—	—
Rods, 3/4 @ 1/2 inch.....	97	50	@	155	—
Hoop.....	125	@	180	—	—
Nail Rod.....	per lb.	8	@	—	9
Sheet, Russia, assorted No.'s.....	(gold)	11	@	—	13
Sheet, Single D. and T. Common.....	5	@	—	7	—
Rails, English.....	(gold)	per ton	55	@	56
Rails, American.....	75	@	76	—	—
Anvils, Eagle.....	per lb.	—	@	9	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).....	per lb.	18	@	22	—
English Spring (2d and 1st quality).....	9	@	11	—	14
English Blister (2d and 1st quality).....	11	@	19	—	—
English Machinery.....	12	@	15	—	—
English German (2d and 1st quality).....	14	@	16	—	—
American Blister "Black Diamond".....	10	@	16	—	—
American, Cast, Tool, do.....	19	@	—	—	—
American, Spring, do.....	10	@	13	—	—
American Machinery do.....	10	@	13	—	—
American German do.....	10	@	13	—	—

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

Sheathing, New.....	per lb.	—	@	35	—
Bolts.....	—	@	35	—	—
Braziers'.....	—	@	35	—	—
Nails.....	40	@	—	—	—
Sheathing, etc., Old.....	22	@	28	—	—
Sheathing, Yellow Metal.....	—	@	27	—	—
Bolts, Yellow Metal.....	—	@	27	—	—
American Ingot.....	22	@	22	—	—

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plate, 25 per cent. ad val.

English.....	(gold)	—	@	30
Plates—Fair to good brands.....	(gold)	—	@	—
I. C. Charcoal.....per box.	Gold.	8 12½ @ 8 37½	Currency.	11 50 @ 12 —
I. C. Coke.....	6 75 @ 7 50			9 50 @ 10 75
Coke Terne.....	5 75 @ 6 —			8 25 @ 8 50
Charcoal Terne.....	7 75 @ 8 —			11 — @ 11 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk).....	per gall.	16	@	18	—
Crude, 40 @ 47 gravity (in shipping order).....	—	@	23	—	—
Refined, in bond, prime L. S. to W. (110 @ 115 test).....	—	@	30	—	—
Refined, Standard White (in ship's order).....	32	@	32	—	—
Refined, prime White (in shipping order).....	—	@	33	—	—
Refined, S. W. (in merchantable order).....	—	@	32	—	—
Naphtha, Refined, (60 @ 63 gravity).....	—	@	10	—	—
Residuum.....	per bbl.	5	@	—	—

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.	per 50 feet.	7 75	@	6	—
6 by 8 to 7 by 9.....	8 25	@	6 50	—	—
11 by 14 to 12 by 18.....	9 75	@	7	—	—
14 by 16 to 16 by 24.....	10 50	@	7 50	—	—
18 by 22 to 18 by 30.....	12 25	@	8	—	—
20 by 30 to 24 by 30.....	15	@	9	—	—
24 by 30 to 24 by 36.....	16 50	@	10	—	—
25 by 36 to 30 by 44.....	17 50	@	12 50	—	—
30 by 46 to 32 by 44.....	20	@	13 50	—	—
32 by 50 to 32 by 56.....	22	@	14 50	—	—
Above.....	25	@	16	—	—

(The above subject to a discount of 50 @ 55 per cent.)

French Window—1st, 2d, 3d and 4th qualities.		(Single Thick.)		(New List, March 11th.)	
6 by 8 to 8 by 10.....	per 50 feet.	8 50	@	6 25	—
8 by 11 to 10 by 15.....		9	@	6 75	—
11 by 14 to 12 by 18.....		10	@	7 50	—
13 by 18 to 16 by 24.....		11	@	8	—
18 by 22 to 18 by 30.....		13 50	@	9	—
20 by 30 to 24 by 30.....		16 50	@	10	—
24 by 32 to 24 by 36.....	*	18	@	12	—
25 by 36 to 26 by 40.....	(3 qlts.).	20	@	16	—
28 by 40 to 30 by 48.....	(3 qlts.).	22	@	18	—
30 by 50 to 32 by 56.....	(3 qlts.).	24	@	20	—
32 by 58 to 34 by 60.....	(3 qlts.).	27	@	23	—

(Subject to a discount of 50 @ 55 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending June 30.

Th. 24. F. 25. Sat. 26. M. 27. Tu. 28. W. 30.

Boston, Hartford & Erie.....					
Canton Co.....					
Central of N. Jersey.....	106	104	105	104	103
Chicago & Alton.....	157	157	156	162	163
.. pref.....					
.. 1 M.....	104	104			
.. S. F.....	98				
.. Inc. bds.....			93		
Chicago, Burl. & Q.....		190			
.. 8s, 1883.....					
Chi. & Gt. Eastern 1st m.....					
Chi. & Northwestern.....	80	82	82	81	80
.. pref.....	95	96	96	95	95
.. 1st M.....	92				
.. Interest.....					
.. S. F.....					
.. Consol.....					
Chic. Rock Isl. & Pac. 116	119	119	118	117	118
Chicago & R. I. 7s, 1870.....					
Chi. R. I. & Pa. 7s, 1896.....	99			98	99
Clev., Col. C. and Ind. 74	74		73	74	
Clev. & Pittsburg.....	97	98	101	101	101
.. 2 M.....					
.. 3 M.....					
.. 4 M.....		77			
.. Con.....					
Clev. and Toledo.....					
.. S. F. 7s.....					102
Col., Chi., & Ind. C.....	40	40	40	40	40
.. 1 M.....	84	84	84	84	84
.. 2 M.....					
Cumberland Coal pref.....					
Del. & Hudson Canal.....	130				131
Del., Lack. & Western.....	117	113		113	
.. 1 M. 7s.....					98
.. 2 M. 7s.....					
Erie Railway.....					
.. pref.....					
.. 1 M. 7s, 1867.....	98				
.. 2 M. 7s, 1879.....	93				
.. 3 M. 7s, 1883.....	88				
.. 4 M. 7s, 1880.....		80		81	
.. 5 M. 7s, 1888.....		75	75	75	
Great Western 2d mort. 78		77	77	77	
Hannibal & St. Joseph.....	120	120	120	120	120
.. pref.....	120	120	120	120	120
Hudson River.....	164	164	166	165	165
.. 1 M. 7s, 1869.....					101
.. 2 M. S. F.....	101				
.. 3 M. 7s, 1875.....					
Illinois Central.....	143	145			
.. bonds.....					
Lake Shore & Mich. S. 10s.....	106	107	107	106	108
.. Div. bonds.....	91	90			
Marietta & Cin. 1st pref. 23					
.. 2d pref.....					
Michigan Central.....	132	133			
.. S. F. 8s, 1882.....		130			
.. conv. 8s, '69.....					
M. S. and N. I.....					
.. 1 M. S. F.....					
.. 2 M.....					
Mariposa Mining Co.....					
.. pref.....	17	17	16	16	
.. Tr. 10s cfs. 42.....					72
Milw. and St. Paul.....	74	76	76	74	75
.. pref.....	85	86	86	85	85
.. 1st mort.....		93		93	
.. 2d mort.....		93		93	
.. 8s.....					
.. 7-3-10s con.....		93			
Missouri 6s.....	91	92	91	91	90
.. H. & St. J. iss.....					
Morris and Essex.....		90	90	90	89
.. 1st mort.....				99	
.. 2d mort.....	96			96	
New York Central.....	191	193	190	188	195
.. 7s, S. F. 1876.....					
.. 7s, conv. '70.....					
.. 6s, S. F. 1883.....	92				
.. 6s, S. F. 1887.....				90	
N. York and Harlem.....		145	145	146	
.. 1 M.....					
.. 1 M. 7s, 1873.....	100				
N. Carolina 6s.....	59	60	59	59	58
.. new.....	55	55	54	54	53
Ohio and Miss.....	32	33	33	32	33
.. pref.....				70	
.. 1st M.....					
Pacific Mail S. S. Co.....	85	86	89	88	88
Panama.....					
Phila. and Reading.....	98	98	97	98	98
Pitts., Ft. W. & Chicago.....	158	157	153	155	154
.. 1 M.....		98			
.. 2 M.....					
.. 3 M.....				96	
.. Equip. 8s.....					
Quicksilver Mining Co.....	16		16	16	16
St. L., Alton & T. H.....	38				60
.. pref.....					
.. 1 M.....					
.. 2 M. pref.....	77				
.. Income bds.....		61			
Tennessee 6s.....	63	61	62	62	61
.. new.....	58	57	59	60	57
Tol., Wab. & Western.....	72	73		72	72
.. pref.....		80	81		
.. 1 M. ex.....	92			91	
.. 2 M.....					
.. Equipment.....				76	
Virginia 6s, ex-coupon.....		58	58	58	57
.. new.....	62	62	62	62	60

New York Stock Exchange.

Actual Sale Prices for the week ending June 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	108	108	108	108	107
U. S. 5s, 1871, coup.	108	108	108	108	107
U. S. 5s, 1874, reg.	108	108	108	108	107
U. S. 5s, 1874, coup.	108	108	108	108	107
U. S. 5s, 10-40s, reg.	108	108	108	108	107
U. S. 5s, 10-40s, coup.	108	108	108	108	107
U. S. 6s, 1881, reg.	116	116	117	117	116
U. S. 6s, 1881, coup.	121	121	121	121	119
U. S. 6s, '81, O.W.L. y.	121	121	121	121	119
U. S. 6s, 1881, .. y.	116	117	117	117	116
U. S. 6s, 5-20s, reg. '62.116	116	117	117	117	116
U. S. 6s, 5-20s, c. 1862.122	122	118	121	121	121
U. S. 6s, 5-20s, reg. '64.	117	117	117	117	117
U. S. 6s, 5-20s, c. 1864.116	117	117	117	117	117
U. S. 6s, 5-20s, reg. '65.116	116	118	118	118	118
U. S. 6s, 5-20s, c. 1865.117	118	118	118	118	118
U. S. 6s, 5-20s, r. n. '65.	119	120	120	119	119
U. S. 6s, 5-20s, c. n. '65.119	119	120	120	119	119
U. S. 6s, 5-20s, reg. '67.	119	119	119	119	119
U. S. 6s, 5-20s, c. 1867.119	119	119	119	119	119
U. S. 6s, 5-20s, reg. '68.	119	119	119	119	119
U. S. 6s, 5-20s, c. '68.	120	119	119	119	119
U. S. 6s, Pac.R.R.issue.	106	106	106	106	106

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 29.

W.23. Th.24. F.25. Sat.26. M.28. Tu.29

Catawissa .. preferred	37	37	37	37	36
Camden and Amboy ..	130	130	131	131	131
.. 6s, 1870 ..	130	130	130	130	130
.. 6s, 1875 ..	130	130	130	130	130
.. 6s, 1883 ..	130	130	130	130	130
.. 6s, 1889 ..	130	130	130	130	130
.. mort. 6s, '89 93	93	93	93	93	93
Elmira & Williamsport ..	119	119	119	119	119
.. pref. ..	119	119	119	119	119
Lehigh Navigation ..	36	36	36	36	35
.. 6s, 1884 ..	36	36	36	36	35
.. Gold L. ..	92	92	93	93	93
.. R. R. L. ..	87	87	87	87	86
Lehigh Valley R.R. ..	56	56	57	57	56
.. 6s new coup 92	92	92	92	92	94
.. 6s new reg. ..	92	92	92	92	94
Little Schuylkill R.R. ..	54	54	54	54	54
.. 7s ..	54	54	54	54	54
Minchill ..	54	54	54	54	54
Morris Canal ..	54	54	54	54	54
.. pref. ..	54	54	54	54	54
.. 6s, 1876 ..	54	54	54	54	54
North Pennsylvania ..	90	90	90	90	90
.. 6s, 1880 ..	90	90	90	90	90
.. 7s ..	90	90	90	90	90
.. 10s, 1887 ..	90	90	90	90	90
Northern Central ..	56	56	56	56	49
Pennsylvania R.R. ..	57	56	56	56	55
.. 1st M. ..	100	100	100	100	96
.. 2d M. ..	100	100	100	100	96
Penn. State, 6s, 1st series 105	105	105	105	105	105
.. 6s, 2d series ..	107	107	108	108	108
.. 6s, 3d series ..	109	109	109	109	109
.. 6s, W. L. ..	102	102	102	102	102
Philadelphia City, 6s ..	94	94	94	94	94
.. new ..	100	100	100	100	99
Philad. Germ. & Nor. ..	49	49	49	49	49
Phila. & Reading ..	49	49	49	49	49
.. 7s, 1893 ..	49	49	49	49	49
Philadelphia and Erie ..	32	32	32	31	31
.. 6s, 1882 ..	83	83	83	83	83
.. 7s ..	89	89	89	89	89
Schuylkill Navigation ..	20	20	20	20	20
.. pref. ..	20	20	20	20	20
.. 6s, 1882 ..	81	81	81	81	81
.. 6s, 1876 ..	81	81	81	81	81
.. 6s, 1872 ..	81	81	81	81	81
Susq. Canal ..	57	57	57	57	57
.. 6s, 1878 ..	57	57	57	57	57
Union Canal, pref. ..	12	12	12	12	12
.. 6s, 1878 ..	12	12	12	12	12
Hestonville, (Horse) ..	12	12	12	12	12
Chestnut & Wal. ..	12	12	12	12	12
Green & Coates ..	12	12	12	12	12
2d and 3d streets ..	12	12	12	12	12
Spruce and Pine ..	12	12	12	12	12
13th and 15th sts. ..	18	18	18	18	18

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 29.

W.23. Th.24. F.25. Sat.26. M.28. Tu.29

Baltimore City 6s, 1875 ..	92	92	92	92	92
.. 1886 ..	92	92	92	92	92
.. 1890 ..	92	92	92	92	92
.. 1893 ..	92	92	92	92	92
Balt and Ohio ..	121	121	121	121	121
.. bonds, 1875 ..	121	121	121	121	121
.. 1880. 94 ..	94	94	94	94	94
.. 1885. 92 ..	92	92	92	92	92
Marietta & Cin. 1st M. ..	91	89	89	89	89
.. 2d M. ..	91	89	89	89	89
Northern Central ..	88	88	88	88	88
.. bonds, 1885 ..	88	88	88	88	88
.. 1900 ..	88	88	88	88	88
N. W. Va. 1st mort. ..	20	20	20	20	20
.. 2d mort. ..	20	20	20	20	20
.. 3d mort. ..	20	20	20	20	20
City Passenger R.R. ..	19	19	19	19	19

Boston Stock Exchange.

Actual Sale Prices for the week ending June 30.

Th.24. F.25. Sat.26. M.28. Tu.29. W.30

Boston and Albany ..	152	152	153	153	154
Boston and Lowell ..	134	134	132	132	132
Boston and Maine ..	140	140	140	140	140
Boston and Providence ..	140	140	140	140	140
Boston, Hartford & Erie 23	22	22	22	22	22
.. 7s, new ..	67	67	67	67	66
Cheshire, pref. ..	80	80	80	80	80
Concord ..	115	115	115	115	114
Connecticut River ..	131	131	131	131	131
Eastern ..	115	115	115	115	114
Fitchburg ..	129	129	129	129	129
Manchester & Law'ree ..	132	132	132	132	129
Michigan Central ..	109	109	109	109	108
Northern, N. H. ..	109	109	109	109	108
Ogdens & Lake Champ 66	65	65	65	65	65
.. pref. ..	107	107	107	107	107
Old Colony & Newport 99	99	99	99	99	98
Ph. Wil. & Baltimore ..	52	53	53	53	52
Port'd, Saco & Ports ..	108	108	108	108	108
Vermont & Canada ..	100	100	100	100	100
Vermont & Mass. ..	100	100	100	100	100
Vt.C. & Vt. C. E. 8s ..	100	100	100	100	100
Broadway (Horse) ..	60	60	60	60	60
Cambridge ..	99	99	99	99	99
Metropolitan ..	52	52	52	52	52
Middlesex ..	81	81	81	81	81
Central Mining Co. ..	15	15	15	15	15
Copper Falls ..	15	15	15	15	15
Franklin ..	15	15	15	15	15
Huron ..	15	15	15	15	15
Isle Royale ..	15	15	15	15	15
National ..	15	15	15	15	15
Minnesota ..	15	15	15	15	15
Pewabic ..	15	15	15	15	15
Pittsburg ..	15	15	15	15	15
Quincy ..	15	15	15	15	15

London Stock Exchange.

Closing Prices—

June 4. June 11.

Atl. & Gt. West. N. Y. sec. 7 per ct.	60	65	60	65
1st mort., 1880 ..	55	60	55	60
Do. do., 2d mort., 1881 ..	60	65	60	65
Do. Penn., 1st mort., 1877 ..	55	60	55	60
Do. do., 2d mort., 1882 ..	55	60	55	60
Do. Consol. 7 per cent. mort. 1890 ..	24	25	24	25
Detroit and Milwaukee 1st mort. 7s ..	60	65	60	65
Do. 2d mort. 8 p. c. ..	60	65	60	65
Erie shares 100 dol. all paid ..	18	19	18	19
Do. sterlg. 6 p. c. convertible bonds ..	65	70	65	70
Do. 3d mort. 7 p. c. 1883 ..	60	65	60	65
Illinois Central, 6 per cent., 1875 ..	97	99	97	99
Do. Redemption mort. bonds 6 p. c. ..	75	80	75	80
Do. 7 per cent., 1875 ..	95	96	95	96
Do. 100 dol. shares, all paid ..	95	96	95	96
Marietta and Cin. R. R. bonds 7 p. c. ..	75	80	75	80
New York Central, 100 dol. shares ..	95	100	95	100
Panama General mort. 7s, 1897 ..	103	105	104	106
Penn. R. R. bonds, 2d mort. 6 per ct. ..	93	94	92	94
Do. General mort. 6 p. c. 1910 ..	85	88	85	88
Philadelphia and Erie 1st mort. 1881 ..	86	88	86	88
Do. with option to be paid in Phila. ..	86	88	86	88

American Railroad Journal.

Saturday, July 3, 1869.

Stock Exchange and Money Market.

There has been extraordinary activity in the call loan market, since our last, especially among the Stock and Gold firms, who have been compelled to pay exceptionally high prices for accommodation, ranging from 7 per cent. gold premium to the legal rate per annum with the addition of as much as $\frac{1}{2}$ of one per cent. per day of a commission, for the use of money from day to day. The pressure has been due in great part to the manipulations of bear operators, who have been endeavoring to break down financial values, but thus far without any very encouraging measure of success. The leading holders of Stocks have been remarkably firm in their views, notwithstanding the severity of the Money pinch, and have not been marketing their property with unusual eagerness, as they have been confidently looking forward to a relaxation in the loan business, and to consequent buoyancy in values, which would compensate them for all their trouble and expense, in carrying their burdens, through the monetary stringency, and against the very adverse influences of an unprecedentedly dear money market, for the bulk of the speculative borrowers,

There has been very little movement in the discount line. Strictly choice selections of mercantile paper have been in some request at from $8\frac{1}{2}$ @10 per cent. per annum. Other grades have met with little favor. The city banks have again lost heavily in their deposit, and legal tender lines, the decrease in the former having been $4\frac{1}{2}$ millions, and in the latter nearly $1\frac{1}{2}$ millions. Their specie reserve has been enlarged about $1\frac{1}{4}$ millions. They have been forced to cut down their loans nearly five millions; while adding a little to their circulation. The U. S. Sub-Treasury gained nearly $3\frac{1}{2}$ millions of currency last week, but has been reducing its reserves this week. On Tuesday, it paid out nearly $7\frac{1}{2}$ millions, against receipts of less than three millions, cutting down its balances (of coin and currency,) to about $82\frac{1}{2}$ millions, $87\frac{1}{8}$ millions on the preceding Saturday. While the city banks made so poor a return last Saturday, a comparison of their averages of assets to liabilities, showed that they held nearly $14\frac{1}{2}$ millions of a legal tender reserve (coin and greenbacks,) more than the 25 per cent. required by the banking act. The call loan quotations at the very close of business on Wednesday went suddenly back to the legal interest in currency and gold on bond and stock collaterals.

The specie reserve of the city banks according to the latest return is \$20,257,140, against \$7,753,300 same time last year. The city bank deposits are now \$181,774,695, against \$214,302,206 week ending June 27, 1868. The legal tender reserve amounts to \$48,163,920, against \$73,853,303 same time last year. The circulation now stands at \$34,214,785, against \$24,048,721 same time last year. The loans are now \$260,431,732, against \$276,504,036 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$127,028,457 a day, against a daily average of \$139,370,671 the preceding week, and \$142,667,771 the week ending with June 9, 1869. The current week's exchanges average about \$119,500,000 a day. The city banks, last week, reported a gain of \$1,231,696 of specie, with a further loss of \$4,469,415 of deposits, and \$1,448,568 of legal tender notes. They reduced their loans, \$4,910,174; and increased their circulation, \$15,956.

The city bank exchanges on Wednesday were \$140,923,219, and the resulting balances, \$3,420,080.

National Bank notes to the amount of \$124,000 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$316,144,128, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$16,348,683, leaving, with the existing 1,626 banks, (having an aggregate capital of \$418,858,931,) an actual circulation at this date, of \$299,795,445. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,892,600; and for the public deposits, \$26,144,350—making a total of \$369,036,950. The Treasury Department last week redeemed and destroyed \$114,000 of worn and mutilated fractional currency, and issued \$423,000 of new. The outstanding amount of fractional currency on the 1st of June, was \$33,452,523 against \$35,380,323, on May 1,

\$36,719,912 on the 1st of April, \$36,781,548 on March 1, \$35,511,127 on February 1, and \$34,215,716 on the 1st of January.

The abstract of the report of the National Banks of the City of New York at the close of business, June 12, shows the resources and liabilities to be nearly \$453,000,000; including loans and discounts, \$17,500,000; specie, upward \$15,500,000; legal tender notes, \$16,000,000, and three per cent. certificates, \$30,500,000.

The U. S. Sub-Treasury receipts, week ending with June 26, were \$13,838,425, including \$1,850,877 from customs duties; payments, \$10,506,125, including \$904,451 of coin interest; balance at the close of the week, \$87,809,169, against \$84,476,809 at the close of the preceding week, showing an increase of \$3,332,360. The business of the Office during the first two business days of the current week, was as follows: On Monday, receipts, \$2,057,237, including \$270,476 from customs; payments, \$2,642,896, including \$13,529 of coin interest. On Tuesday, receipts, \$2,819,855, including \$290,860 from customs, and payments \$7,374,977, including \$87,283 of coin interest. The balance at the close of business on Tuesday stood at \$82,668,328, against \$86,029,923 a week previous; and \$85,195,977 on June 16, 1869. The aggregate receipts of the office in June were \$55,052,216, including \$8,847,210 from customs, aggregate payments, \$47,347,878, including \$3,131,675 of coin interest.

The outstanding amount of coin certificates on the 1st of May, was \$16,307,200, against \$21,672,500, April 1, \$28,775,560, March 1; \$32,669,520 on Feb. 1, and \$27,036,020 on the 1st of Jan., 1869. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$2,734,000, and retired \$1,750,877 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during June, reached \$18,593,420.

The U. S. Assistant Treasurer at this port for the past four years, Hon. H. H. Van Dyck tendered his resignation as far back as April 10th, but was induced to retain the office up to the close of the fiscal year, by the urgent solicitations of Secretary Boutwell, who in finally relieving him, pays him a very handsome tribute for the ability, uprightness, and urbanity with which has discharged his unusually onerous duties to the Government and the business public. From July 4th, 1865, the day of his appointment, up to April 10, 1869, when he tendered his resignation, over one thousand millions of dollars in temporary obligations of the Government were paid or converted into funded debt, chiefly through the instrumentality of Mr. Van Dyck's office—while the receipts and disbursements during the three completed years, from July, 1865, to July, 1868, were as follows: 1865-'66, receipts, \$617,951,902, payments, \$725,412,705; 1866-'67, receipts, \$794,173,985, payments, \$742,820,794; 1867-'68, receipts, \$822,754,361, payments, \$867,693,743. Two-thirds of the interest on the entire public debt has also been paid in this office. The record is a most honorable one for the retiring Assistant Treasurer. General Daniel Butterfield succeeded him on the 1st of July, as U. S. Assistant Treasurer at New York. The first purchase of United States 5-20s, \$1,000,000 for the Sinking Fund, was made at noon on that day. The first sale of

Gold, \$1,000,000, will be made at noon on the following Thursday, July 8.

Government revenues have been more than usually prolific, since our last, enabling the Secretary of the Treasury to make a further material reduction of the public indebtedness, as the result of the Treasury business in June. The excises, last week, yielded about 6½ millions; customs at the port of New York, \$1,850,887, and at the out-ports about \$617,000 (in coin) more, making the grand total income for the week equal to about \$9,893,345 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, during the fiscal year, ending with June 30, 1869, were \$158,287,177. The customs yielded, same time, about 182 millions in gold. The miscellaneous revenues of the fiscal year yielded about thirty millions, making a grand total income for the year of about 370 millions.

Gold has not varied remarkably in price, the activity in Money having checked speculative dealings, and lessened the interest of many operators in the market. The extremes of the week have been 136½@137¾, and the closing quotation on Wednesday was 137¼. A million of Government Gold was marketed on Monday at from 137.45¼@135.51¼. The aggregate of the bids was \$2,550,000. The customs call has been moderate. The export inquiry has been somewhat brisker. On Tuesday, the shipments were \$683,000 for Hamburg. The Cleopatra brought this amount hither from Vera Cruz recently. On Wednesday, the Cunard steamer for Liverpool took out \$53,500. The Government coin interest disbursements are increasing again. On Tuesday, they were \$87,283; on Wednesday, \$336,767.

The following is the statement of the New York Gold Exchange Bank for the week ending Saturday, the 26th day of June, 1869:

Average amt of loans and discounts...	\$1,674,673
Average amount of specie	866,206
Average amount of deposits	1,780,840

The Gold Exchange Bank clearances on Wednesday were \$82,584,000; and the resulting balances \$2,813,472 in coin and \$3,104,101 in currency.

The customs of the port on Wednesday yielded \$365,000. The U. S. Sub-Treasury disbursed \$336,767 of coin interest, on that day.

The customs demand for Gold last week, averaged \$308,479 a day; thus far, this week, it has averaged \$280,668 a day, or equal to a weekly aggregate of \$1,683,998. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$41,490, and since Jan. 1, \$8,904,140, against \$3,754,046 same time in 1868. The receipts from California, since our last, have been \$67,537. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$124,264,458, against \$113,129,794 same time in the preceding fiscal year. At San Francisco, from Jan. 1, to June 18th, 1869, \$3,391,393, against \$3,699,865 same time last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$19,353,741, against \$35,923,720 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$16,569,979. The exports of specie, from this port, last week, were \$540,767, against \$2,530,144 same week last year; total, since July 1,

1868, \$36,426,696, against \$75,400,749 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$904,451; since July 1, 1868, \$87,878,047, against \$74,106,000 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to June 18, 1869, were \$18,423,308, against \$18,939,431 same time in 1868.

Foreign exchange has been quoted rather firmer, and lighter offering, but the dealings have been on a restricted scale. Bankers' prime sixty day bills on London closed on Wednesday at 109¾@109¾, and on Paris to 5.21¼@5.15; sight bills on London to 110@110½, and on Paris to 5.15c@5.12½. The offering of produce bills has been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,634,936, against \$3,113,799 same week last year; total, since July 1, 1868, \$168,383,694, against \$176,632,551 same time in preceding fiscal year of 1867-'68.

Government securities have been moderately sought after, through the week, yet though the Money pressure has been against a strong market, prices have had their own remarkably well, closing firmly and inclined to buoyancy late on Wednesday.

U. S. sixes of 1881 closed here on Wednesday at 120½@121½; U. S. Five-twenties of 1862, ex-conpon, 121½@121¾; U. S. Five twenties of 1864 at 116½@118; U. S. Five-twenties of 1865 at 117½@118; U. S. Five-twenties of 1865, consolidated, 119½@119¾; U. S. Five-twenties of 1867, 119¾@119¾; U. S. Five-twenties of 1868, 119¾@119¾; U. S. Ten-forties at 107½@107¾. U. S. Six per cent. currency bonds, 105½@106.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 16.	June 23.	June 30.
Consols	92½	93@93½	92½@93
U. S. 5-20's of 1862...	80¾	80¾	80¾
Erie	19¾	20¾	19½
Ill. Central	95	95	95

Railway and miscellaneous stocks have held their ground well, in the face of the Money pressure, on a moderate volume of dealings, closing briskly and buoyantly on Wednesday, in view of the sudden relaxation in Money.

Business in domestic produce has been moderately active, but at unsettled prices, especially for Breadstuffs and Petroleum, which closed weak as a rule. Middling upland cotton closed buoyantly on Wednesday at 34¼@34½ cts. per lb. The stock of cotton now here is estimated at about 25,000 bales. The receipts at the port this week, have averaged about 1,050 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 2,271,000 bales, against 2,316,500 bales same time in 1867-'68; exports, same time 1,403,000 bales, against 1,691,000 bales same time in 1867-'68; stock on hand at latest dates, 91,000 bales, against 102,000 bales same date 1868. Total crops of 1867-'68, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 14,714 pkgs., against 11,432 pkgs., same time last year. From Boston, 4,267 pkgs., against 6,110 pkgs. same time in 1868.

At the Live Stock markets, this week, Beeves

have been in rather more demand, at from 12½¢ to 16c., per lb.; week's receipts, 6,027 Milch cows, at from \$40 to \$110 each, receipts, very dull. Veal calves in slack request at from 5 to 11½¢ per lb.; receipts, 3,597. Sheep and lambs fairly active and rather firmer at from 4 to 7½¢, and 8½¢ to 11c. per lb.; receipts, 23,717. Swine in limited demand at from 9 to 9½¢ per lb.; receipts, 36,172.

A very moderate trade has been noted in foreign goods, though no important changes have been reported in prices. The total imports of foreign dry goods, last week, were \$1,197,486, and the total amount marketed \$903,282. The value of foreign merchandise imported last week, was \$4,007,448—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$5,204,934, against \$5,363,829 same week last year; total since July 1, 1868, \$280,605,383, against \$237,392,667 in 1867-8.

Ocean freights have been less active but quoted firmer. For Liverpool we quote flour at 2s. by sail, and 2s. 3d. to 2s. 6d. by steamer, per bbl.; grain at 7½¢ to 8d. by sail, and 8d. to 8½¢ by steamer, per bushel; cotton at 3½¢ to 3½¢ by sail, and 1½¢ to 1½¢ by steamer, per lb.; and heavy goods 20s. to 35s. by sail, and 25s. to 40s. by steamer, per ton. Total number of vessels in port on Wednesday, 478.

The New York exports, exclusive of specie, for the week ending June 29, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$3,113,799	\$3,634,936
Prev. reported	83,074,998	83,962,953

Since January 1.....\$86,188,797 \$87,597,889

The imports for the week ending June 26, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$1,123,989	\$1,197,486
Gen. merchandise	4,139,840	4,007,448

Total for the week.....\$5,263,829 \$5,204,934

Previously reported....115,482,108 152,319,585

Since January 1.....\$120,745,937 \$157,524,519

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s new, 69½¢; Georgia 6s, 85; do., 7s, 92½¢; California 7s, 133; Louisiana 6s, 72½¢; do., 6s, Levee bonds, 68; Illinois War Loan, 102; Alabama 8s, 98; do., 5s, 62½¢; N. Y. State 7s, Bounty Loan, reg., 108; do., 6s, 1873, 102; Brooklyn 6s, W. L., 95½¢; New Jersey Central new bonds, 100¼¢; Ohio and Mississippi consol. bonds, 86; St. Louis, Jacksonville and Chicago 1st mort., 93; Toledo, Wabash and Western consol. bonds, 82; Am. Dock and Imp. 7s, 96; Great Western (Ills.) 1st mort., 1888, 87½¢; Toledo, Peoria and Warsaw 1st mort., E. D., 84; Dubuque and Sioux City R. R., 106; Norwich and Worcester R. R., 105; New York and New Haven R. R., 124½¢; Adams' Exp. Co., 62; Am. Mer. Union Exp., 42½¢; U. S. Exp., 72½¢; Mer. Union Exp., 16; Wells-Fargo Exp., 32; Western Union Telegraph, 88¼¢; Brunswick City Land, 11; Central petroleum, 0.60; Consolidated Gregory gold, 2.15; Grass Valley gold, 0.35; La Crosse gold, 0.15; Montana Gold, 0.14; New York, 0.48; Pit Hole Creek petroleum, 2.00; Quartz Hill Gold, 0.83; Smith and Parmelee gold, 2.30;

Philadelphia.—Penna. State coupon 6s, 94½¢; New Jersey 6s, 103½¢; Oil Creek and Allegheny River R. R., 44; Pennsylvania and New York 7s, 89¼¢; Morris Canal scrip, 68; Lombard and South St. R. R. 7s, 75; St. Nicholas Coal, 2; Niagara oil, 2¼¢. The latest quotations are: City 6s, 94½¢ to 95; do., free of tax, 99¾¢ to 100¼¢; State 6s, coupon, 94½¢ to 95; do., 6s, W. L., 102 to 103; do., 1st series, 105 to 105½¢; do., 2d series, 108 to 108½¢; do., 3d series, 109¼¢ to 109½¢; Reading, 49¼¢ to 49½¢; do., 7s, 1893, 105 to 106; do., 6s, 1880, 91 to 91½¢; Camden and Amboy, 130¼¢ to 131¼¢; do., mort. 6s, 1889, 93 to 93; do., 1883, 88 to 88½¢; Penn. R. R., 56½¢ to 56¾¢; do., 1st mort., 100¼¢ to 100½¢; do., 2d mort., 96¼¢ to 97; Little Schuylkill R. R., 44 to 44½¢; Morris Canal, 30 to 40; do., pref., 63 to 65; do., bonds, 80 to 80½¢; Susquehanna Canal, 11½¢ to 12½¢; do., 6s, 57 to 57; Sch. Nav., 9¼¢ to 10½¢; do., pref., 19¾¢ to 20; do., 6s, 1882, 67½¢ to 68½¢; Delaware Div. Canal, 49 to 50; do., bonds, 81 to 83; Elmira and Williamsport, 30 to 30½¢; do., pref., 40 to 42; do., 7s, 1873, 91½¢ to 92; do., 5s, 59 to 60; Lehigh Coal and Navigation, 35¾¢ to 36; do., 6s, 1884, 82½¢ to 83; do., R. R., Loan, 87 to 88; do., Gold Loan, 93½¢ to 94; North Pennsylvania, 36 to 36½¢; do., 6s, 90 to 90½¢; do., Chattle 10s, 109 to 111; Philadelphia and Erie, 30¾¢ to 31; do., 6s, 88¼¢ to 89; Minehill, 54½¢ to 54¾¢; Catawissa, 13 to 15; do., pref., 36¾¢ to 36½¢; Lehigh Valley, 56¾¢ to 57; do., 6s, new, 94 to 94½¢; Fifth and Sixth streets, (horse,) 36 to 40; Second and Third, 47 to 49; West Philadelphia, 61 to 61½¢; Spruce and Pine, 26 to 28; Green and Coates, 39 to 40; Chestnut and Walnut, 48 to 48½¢; Thirteenth and Fifteenth, 18½¢ to 19; Girard College, 29 to 29½¢; Tenth and Eleventh, 71 to 71½¢; Union, 44 to —; Hestonville, 12¼¢ to 12½¢.

Boston.—Union Pacific R. R. 6s, 89½¢; Central Pacific R. R. 6s, 1898, 99¼¢; Vermont Central 1st mort., 79¾¢; Sandusky, Cincinnati and Cleveland 7s, 1890, 74¼¢; Boston and Lowell R. R. 6s, 1879, 95¾¢; Eastern R. R. 6s, 1889, 96; Lake Superior and Mississippi Land Grant, gold, 96; Western R. R. 6s, 1875, 96½¢; Vermont and Massachusetts 6s, 1874, 95½¢; Stanstead, Shefford and Chambly 7s, 79; Boston, Hartford and Erie scrip, 55; Boston and Albany R. R. Rights, 4¾¢; Rutland R. R. 33; Conn. and Pass. Rivers R. R. pref., 93; Boston Water Power Co., 16; Massachusetts 5s, 1894, gold, 108¼¢; New Hampshire 6s, 1884, 99¼¢; do., 1884, 98; Maine 6s, 1880, 98¾¢; Chicago 7s, 97½¢; Cambridge 5s, 89¾¢; do., 6s, 1883 to 1887, 98½¢; Bath 6s, 1870, 99¾¢; Augusta 6s, 1870, 99½¢; Portland 6s, 1869, 98¾¢; do., 1871, 97¼¢; do., 1870, 96¾¢; Albany 6s, 1879, 93¾¢; St. Louis 6s, 1886, 84¾¢; do., 1890, 102; Springfield, Ills., 10s, 1873, 105; Charlestown 6s, 1889, 99½¢; Bangor 6s, 1894, R. R. Loan, 91¼¢; do., 1871, 97; Allouez Mining Co., 4¾¢; Phoenix, 10.

Baltimore.—Maryland Defense Loan, 100; Virginia 6s, old, reg., 50¼¢; Memphis City 6s, 51½¢; Orange and Alexandria 2d mort., 76¾¢; Pittsburg and Connellsville bonds, 90; Western Maryland 2d mort. pref., 52; Baltimore Copper, 46; Bare Hill, 0.25. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90½¢ to 91½¢; Balt. and Ohio, 121 to 121; do., 6s, 1875, 94 to 96; do., 1880, 93 to 94; do., 1885, 92 to 92½¢; Northern Central, 50 to 50½¢; do., 6s, 1885, 88 to 88½¢; do., 1900, 85½¢ to 86; do., 6s, 1900, gold, 102 to 103; Parkersburg Branch, 23½¢ to 24; N. W. Va. 1st mort. 93 to 96;

do., 2d mort., 92 to 93; do., 3d mort., 1885, 85 to 90; Marietta and Cincinnati 7s, 1892, 89¼¢ to 89½¢; do., 2d mort., 68 to 69; Central Ohio, 28 to 28; do., 1st mort., 79 to 83½¢; Western Md. 6s, 1890, 70 to 78; do., guar., by Baltimore City, 50 to 95; do., 2d mort., guar., 87 to —; do., 6s, pref., 50 to 55; do., 6s, guar., by Washington Co., 78 to 83; Richmond and Danville bonds, 72 to 73; Baltimore 6s, 1875, 92 to 93; do., 1886, 90 to 91; do., 1890, 92¼¢ to 92¾¢; do., 1893, 94 to 95; do., 6s, 1838-70, 75 to 80; Memphis City 6s, 51½¢ to 52½¢; City Passenger R. R., 19¾¢ to 20¼¢; George's Creek Coal, 68 to 74; Santa Clara, 1.50 to 2.00; Atlantic Coal, 3.00 to 3.25.

The Miller Improvement.

The Miller Coupler, Platform and Buffer has received many commendations from competent judges, but none more flattering than the following letter to the inventor from Robert Harris General Superintendent of the Chicago, Burlington and Quincy Railroad. It is dated May 12, 1869:

"We were unfortunate in having a collision on a curve between one of our passenger trains and a wild engine, neither looking for the other—the wild engine being entirely out of its place—causing an utter wreck of both engines, but not materially damaging the cars and injuring none of the passengers, thanks to the Miller Platform. A few days ago there was a collision between two trains running in opposite directions on the Hannibal and St. Joe, with about the same results. Mr. Mead attributed their comparative freedom from loss to the Platform.

"No improvement that I remember to have adopted has paid as well as this."

Louisville, New Albany and Chicago R. R.

This company has been re-organized, with a capital of \$300,000. The following gentlemen have been elected directors: Geo. F. Talman, Moses Taylor, Frederick Schuchardt, James H. Banker, Edward Minturn, Charles P. Leverich, James F. Joy, Geo. L. Schuyler, John Jacob Astor, Wm. H. Bradford, Jonathan T. Wells and Edward Jones. The officers are: George L. Schuyler, of New York, President; William H. Lewis, of New Albany, Secretary and Treasurer; and M. Sloat, of New York, General Superintendent.

According to the Treasurer's Statement for July, the public debt has been reduced during the month of June, \$16,410,132 54, and since the 1st of March, \$36,460,779 43. The total debt now stands at \$2,645,170,294 16. The amount of cash and sinking fund in the Treasury is \$156,167,813 58, leaving the net amount, July 1, 1869, \$2,489,002,480 58.

The stock of the new proposed bridge across the Delaware, between Philadelphia and Camden, it is said, has been taken to the amount of \$2,000,000, ten per cent. of which has already been paid in. The projectors are sanguine of the commencement of the work at an early day.

The recent payment, by the Cumberland Valley Railroad Company, of the amount agreed upon for right of way between Hagerstown and Williamsport, is regarded as deciding finally their determination to extend the road to the canal.

The earnings of the Albany and Susquehanna Railroad from October 1, 1868, to May 31, 1869, (eight months,) were \$430,620 68; and for the corresponding period of the previous year, \$328,704 99—an increase of \$101,915 69.

Important Patent-Office Decision.

In the Matter of the Application of John W. Cochran for Letters Patent for Improvement in Breech-loading Gun.—The question presented for decision in this case is one of great importance. I have considered it with care, for I am advised that there are many cases pending and constantly arising in the office the determination of which may be affected by my decision. Cochran filed his application Jan. 11, 1859. It was rejected Feb. 8, 1859.

On Feb. 20, 1860, he filed the following paper, and received \$20 of his original fee:

To the Commissioner of Patents:

SIR: I hereby withdraw my application for a patent for firearms, now in your office, and request that \$20 may be refunded to me agreeably to an act of Congress in such cases made and provided.

WASHINGTON, Feb. 20, 1860. J. W. COCHRAN.
Applicant did nothing further until May 6, 1868, or more than eight years afterward, when he filed a new application, using the same model.

This is the application now under consideration. It contained three claims, all of which were rejected by the primary examiner. Upon appeal to the Board of Examiners-in-Chief the case was remanded to the primary examiner for inquiry and report, as to the number of patents granted after the withdrawal, and before the second application, in which the same invention appeared in other continuations, or as part of the descriptive matter.

Upon his report, it appearing that the devices specified in the first and second claims were found in some eighteen different patents granted within the period named, but that no patent was found showing the devices specified in the third claim, the Board affirmed the decision of the primary examiner in rejecting the first and second claims, and reversed his decision as to the third claim, which they allowed. An appeal has been taken to me from the decision of the Board in refusing to allow the first and second claims. The question before me may be thus stated: Can an inventor withdraw his application, make no effort to renew it for eight years, during which time the subject matter of the invention has been incorporated into the substance of many subsequent inventions, and then file a new application and obtain a patent which, to support the novelty of the invention, shall relate back to the first application. Many conflicting opinions have been entertained upon this question. The practice of the office has not always been consistent. Patents may be found, doubtless, that have been granted under circumstances similar to those of the present application, and similar cases may also be found where patents have been refused. This is, in part, owing to the fact that, of twenty examiners, any one may pass a patent for issue, and the decision, if favorable to the patentee, is not the subject of appeal. The decisions of the appellate Judges and of the Courts upon this subject have not been more uniform than those of the office.

Authorities upon this question, as upon most questions relating to patent law, may readily be obtained upon both sides. *Prima facie*, it would seem that an application, deliberately withdrawn, was abandoned, and could no longer form a foundation for a second application, and that, if such second application was made, it must be entirely independent, and could derive no support from the first. That, if public use intervened between the withdrawal and the second application, and for more than two years before the filing of the latter, the patent, if granted, must be void.

This was the opinion of the Judge who tried the case of *Godfrey vs. Eames* on Circuit. In that case the first application was withdrawn, and the second filed upon the same day. Upon the trial it appeared that the invention had been in public use for more than two years before the second application, but for less than two years before the first. The Court charged the jury that the continuity of the application was broken by the withdrawal, and that the public use must date back from the second application. The Supreme Court (*Godfrey vs. Eames*, 1 Wall, 317) held that this was error; but it is important to note the

grounds of this decision. The Court says: "In our judgment, if a party choose to withdraw his application for a patent and pay the forfeit, intending at the time of such withdrawal to file a new petition, and he accordingly does so, the two petitions are to be considered as parts of the same transaction, and both as constituting one continuous application, within the meaning of the law. The question of the continuity of the application should have been submitted to the jury."

It is obvious that the Court do not mean to declare that the two petitions constitute one continuous application, no matter what may be the interval between them, and that the fact of the filing of the second petition is evidence that the intention to do so existed when the first was withdrawn; for they say that there is still a question of continuity to be submitted to the jury, and this obviously means that the jury are to judge of the question of the intention of the patentee in withdrawing the first application, and whether the interval is so long between the applications as to destroy the continuity, or to rebut the presumption that upon withdrawing the first application, the patentee intended to file the second.

The case of *Godfrey vs. Eames* was a suit at law.

If it had been in equity the question of intention and of continuity would have been submitted to the Judge to be determined like any other question of fact. On an application for the issue of a patent, it is the duty of the Commissioner to decide all questions both of law and fact, which go to establish the right or the absence of right in the applicant to a patent. (*Marcy vs. Trotter*, Dunlop J., 1860.) The questions of the intention of the applicant and of the continuity of the application are therefore submitted to the Commissioner for his judgment, precisely as they could be submitted to a Court of Equity. The foundation of judgment is, I think, well set forth by Judge Dunlop in *Simpson ex parte*, in 1861. He says: "A rejected applicant who has withdrawn his application may renew it, provided the renewed application is made within a reasonable time after the withdrawal and return of the fee."

Nothing is more common than to submit the question of reasonable time or reasonable diligence as a question of fact for adjudication. The difficulty of coming to a conclusion does not obviate the necessity of a decision, and no Judge is justified in evading the responsibility of deciding any point which properly arises. Among the analogies which might be referred to is the ordinary case of the failure to present a draft for payment within a reasonable time after it becomes due. The drawee fails, and the drawer is discharged from liability. No time is fixed for the presentation of the draft, but the law declares that it must be presented within a reasonable time, and submits to a Court or jury the question as to what is or what is not reasonable. I am satisfied that, in every case like the present, the Commissioner must judge whether or not the application is continuous, or whether the continuity is broken by a failure to file the second petition within a reasonable time after the withdrawal of the first.

As to what constitutes a reasonable time, I am not without the right of authority. In the case of *Simpson ex parte*, above cited, the learned Judge says: "Section 7 of the act of 1839 fixes what is a reasonable time. There is no reason why a renewed application should have more than two years allowed it, computing the time from the date of the withdrawal. Both classes of applications, original and renewed, are applications for patents, and come within the letter and spirit of the statute." This view is enforced by the fact that, by the act of March 3, 1867, the applicant is required to complete and prepare his application, for examination within two years after the filing of the petition; and that, in default of such preparation the application shall be regarded as abandoned. These provisions of the patent law seem to establish a quasi statute of limitations, which may safely form a guide for the Commissioner in determining the question of reasonable diligence. It must be remembered that withdrawn applications were those which had been but once

rejected. The inventor might have insisted upon a second examination—might have appealed to the Commissioner, and from the Commissioner to one of the Justices of the Circuit Court. He did none of these things. While claiming to have been rejected by the fault of the office, he took no single step to correct the action of which he complained. He withdrew his application, waited eight years, and now applies again. Meanwhile his device has been copied in various forms in no less than eighteen subsequent patents. If his application takes date from the filing of the new petition, he is clearly anticipated by these patents.

If it is to date back to the filing of the first petition, these subsequent patentees will be infringers. It is not a sufficient answer to say that the first rejection was improperly made, and that therefore all evils which may follow the granting of his patent at the present time are the fault of the office and must be charged to the Commissioner. This is a fallacy. If the office was in fault in the original rejection, the law provided a mode of correcting the fault, which it was as much the duty of the applicant to pursue, as it was to file his original application. The law neither points out nor recognizes such a mode of correction as a withdrawal of the application for the purpose of endeavoring, under some new Commissioner, to obtain a reversal of the sentence. If the patentee refuses to adopt the remedy given by the law, and substitutes one of his own making, he does so at his peril; and, when he applies again, it is as much the duty of the Commissioner to protect subsequent *bona fide* inventors and the innocent public against his laches, as to protect him against the errors of former examiners. The remarks of Chief Justice Carter, in *Goodyear & Bacon vs. Hills*, 3 Fisher, 134, in commenting upon the Cummings Patent, are strongly in point. It is to be noted that although in this case the second application had been made eight years after the first, yet, that the first had never been withdrawn.

Judge Carter says: "The law makers have admonished inventors and the public that if before an application they suffer more than two years to elapse in the use of the invention, they shall absolutely forfeit all right and title thereto. It is true the legislative admonition relates to the period preceding the application. But, it appears to me, as far as the Court can be guided by its own judgment, that the inventor is left under the dominion of common law principles, in regard to any laches by which the application may be followed.

Is it the law that because an inventor files his application, which is refused by the office, he may sleep upon his rights indefinitely, and that at any period in his lifetime, or that of his representatives, the application may be received, as against the public? I think not. *Prima facie*, I think he would have to show a reason why he should be so permitted. The judgment of condemnation by the office advertises to the country, at least, that he stands in no better position than before the application was made. The country is advised, by the deliberation of the only tribunal provided by law for the ascertainment, at that stage of the invention, of his right, that he has none. More especially is he himself advised of that fact, for he is a party to the proceedings, and more immediately damaged by the rejection of the application. That rejection would at least be regarded in the logic of equity as a notice to him to proceed with diligence to traverse and reverse the judgment of the office." In *Rich & Lippincott*, 2 Fisher, 1, Mr. Justice Grier says, in his charge to the jury: "If you find that the application of 1836, renewed in 1837, was for this same subject matter now patented, and if such application was not withdrawn by Fitzgerald, but the delay was caused by the conduct of the Commissioner of Patents in refusing to grant the patent for the same invention since patented, then Fitzgerald should not be considered to have abandoned his invention to the public. On the contrary, if you believe that the applications of 1836 and 1837 were not for the same invention with that patented, and, therefore, was refused by the Commissioner, or was withdrawn and abandoned by the applicant,

and continued so until Enos Wilder got up an application for the present patent, and, in the meanwhile, the invention had gone into public use for more than two years, then you will find this point for the defendants." See also *Bell vs. Daniels*, 1 Fisher, 372. Mr. Justice Fisher who now sits in appeals from this office to the Supreme Court of this District, has in the late case of *Rowley vs. Mason*, made a decision, the reasoning of which logically leads to the conclusion which I have arrived at in the present case. If the applicant had been put into interference with one of the 18 inventors who have shown his device in their patents, and had attempted to prove an invention made eight years before and dropped, he would, under the authority of that case, be held to have abandoned his invention. *A fortiori* must this be so, when we find that instead of using diligence to obtain a patent, he deliberately and formally withdrew his application from the office, and gave no sign of life for eight years, while eighteen patents were granted more or less affecting his rights? While it need not be asserted that the present applicant was setting a trap for these subsequent patents, it is obvious that to sustain the present application would be to offer strong inducements to others to set such traps hereafter.

The decision of the Board of Examiners-in-Chief is affirmed.

June 9, 1869. S. S. FISHER, Commissioner.

Journal of Railroad Law.

WHEN RAILROAD COMPANIES ARE RESPONSIBLE FOR INJURY TO PASSENGER IN A CABOOSE ATTACHED TO FREIGHT CARS—EFFECT OF PAYMENT OF FARE.

All the material facts of the case of *Edgerton vs. The New York and Harlem R. R. Co.*, (39 N.Y. p. 227,) recently decided in New York are embodied in the following opinion by

GROVER, J.—The only negligence imputed by the defendant to the plaintiff was in riding upon the caboose attached to the freight train, where it is claimed, he was not a rightful passenger. The case shows, that, although the caboose was not properly a passenger car, and was used principally for carrying the employees of the company, yet that passengers were carried thereon, from whom the company received the usual fare. The company, therefore, incurred the same liability to such passengers for their safety as it was under to passengers upon the regular passenger trains. As to the plaintiff's right as a passenger there, the question is, not whether he had a legal right to a passage upon the check he had received on board the other train, but whether the conductor recognized such right instead of payment of fare to him by the plaintiff. The plaintiff had paid his fare to the company for a passage from New York to Albany, and received a ticket as evidence thereof. This ticket had been taken from him and the check given as a substitute therefor. The conductor of the train upon which the plaintiff was injured, at first refused to recognize the right of the plaintiff as a passenger upon his train by virtue of the check, and demanded and received fare from him. This gave the plaintiff clearly all the rights of a passenger, and these were in no wise impaired by the subsequent return of the money received from the plaintiff and the recognition of his rights under the check by the conductor. These acts are within the authority delegated to the conductor by the defendant. There was, therefore, no negligence legally imputable to the plaintiff. The evidence showed, that the car in which the plaintiff was riding in part ran off the track, and was broken, by means of which the

plaintiff was injured. This was *prima facie* evidence of negligence of the defendant. The latter not only had the entire control of the vehicle, but also of the track upon which it was run, and it owed a duty to the plaintiff to keep both in a perfect and safe condition for the transportation of passengers with entire safety, so far as human prudence can accomplish these results. Experience proves, that, when the track and machinery are in this condition, and prudently operated, the trains will keep upon the track, and run thereon with entire safety to those on board. Whenever a car or train leaves the track, it proves, that either the track or machinery, or some other portion thereof, is not in a proper condition, or that the machinery is not properly operated and presumptively proves, that the defendant, whose duty it is to keep the track and machinery in the proper condition, and to operate it with the necessary prudence and care, has, in some respect violated this duty. It is true, that a bad state of the track or machinery may have resulted from the wrongful act of persons for whose conduct the defendant is not responsible, and the injury to the passenger may have resulted therefrom, and in such a case, the company is not responsible, but such cases are extraordinary, and those guilty of perpetrating such acts are highly criminal; and, therefore, there is no presumption of the perpetrating of such acts by others, and the company, if excusable upon this ground, must prove the facts establishing such excuse. [*Curtiss vs. The Rochester and Syracuse Railroad Company*, 18 N.Y., 534, and cases there cited.] The defendant owed to its passengers the same duty to keep its track at the Berkshire crossing safe, irrespective of the question, upon which company the duty devolved as between themselves, as it did in respect to any other portion of the track. The complaint contained a general averment, that the injury was received from the negligence of the defendant and its employees, and it is therefore immaterial, whether the proof established the particular negligence specified in the complaint, some negligence being shown. The motions for non-suit were properly denied. The Court charged the jury, that the plaintiff was a passenger, and was not guilty of negligence in being on the freight train, to which the counsel for the defendant excepted. This exception, and also that taken to the charge relative to the Berkshire crossing, have been considered in connection with the exception to the denial of the motion for a non-suit. The Court further charged, that the defendant was bound to show and give some explanation of the cause of the accident. That the burden is upon them to show, that they exercised the prudence and skill in the preparation of their track and their cars, and in the management of them, demanded by the law. Unless they prove themselves free from negligence, they are liable. The defendant's counsel excepted to this portion of the charge. This portion of the charge must be understood in reference to the facts of this case, and as applied as such facts. In this view, it was not erroneous. The facts showed a *prima facie* case of negligence against the company, either in the condition of the track or cars, or in running the train. The charge in substance was, that the defendant must by proof answer and rebut this *prima facie* case against it, and show itself free

from the negligence to be presumed from the facts proved by the plaintiff, or it was liable. The charge imports nothing more. It does not at all imply, that, to entitle the plaintiff to a verdict, it was not incumbent upon him to prove that his injury resulted from the negligence of the defendant.

The judgment must be affirmed, with costs. All concur.

Judgment affirmed.

Mississippi River Railroad.

We invite attention to the advertisement of the Mississippi River Railroad Company, which appears in another column. Thirty-six miles of the road from Memphis northward to Covington, Tenn., are to be built immediately, and bids are asked for. The road has been abundantly subsidized by the counties on its line, its route is easily accessible, and cheap transportation by way of the Mississippi River can be had to all points on it, and the job promises to be a long one, for there is a great deal of the road to build.

The Queenstown and Harrington Railroad survey has been completed, its route located, and the grading has been begun at the Harrington end of the road. The route, as laid down, is as follows: Commencing a little below Harrington, at a point in a line with the Junction and Breakwater Railroad from Houston to Harrington, it will be run in a direct line until it nears the river, when a curve will be made so as to cross at the Stakes, and thence on to Broad Creek, on Kent Island, crossing the Maryland and Delaware Railroad between Ridgely and Greensborough, about four miles above Denton.

The Legislature of Massachusetts, during its recent session, chartered twelve railroad corporations as follows, the accompanying figures indicating the capital stock of each: Bedford, \$150,000; Taunton and Providence, \$600,000; New Bedford and Taunton, \$350,000; Taunton and Attleboro', \$200,000; Hopkinton Branch, \$200,000; Monadnock, \$50,000; Athol and Enfield, \$500,000; Amesbury, \$150,000; Salisbury, \$100,000; Essex Branch, \$200,000; Massachusetts Central, \$3,000,000, with leave to increase to double that amount; Holyoke and Westfield, \$200,000 to \$350,000.

A railroad meeting was held at Kirksville, Mo., on the 24th ult., and the most practicable route adopted for a new railroad from Quincy, Ills., through Edina and Kirksville, Missouri, thence to a point on the Missouri River opposite Brownsville, Nebraska. A board of directors was chosen, and C. A. Savage, of Quincy, elected President.

C. A. Savage of Quincy, Ills., has been elected President; T. T. Woodruff, Secretary, and Edward Wells, Treasurer of the Quincy, Alton and St. Louis Railroad Company.

The Common Council of Quincy, Illinois, have voted \$250,000 to the Quincy and Nebraska Railroad, and private persons have subscribed \$100,000.

The Chesapeake and Ohio Railroad was completed to White Sulphur Springs on the 22d ult., and regular passenger trains commenced running to that place on the 30th.

From Herapath's Railway Journal.

Railway Economy.—The Locomotive.

Our previous articles have been devoted to a consideration of the means employed in the locomotive engine to generate the power required to draw the trains. We have endeavored to show how a gradual improvement in economising the cost of producing that power has been effected, and by what means a still further saving may be secured. We have now to treat of the cost of keeping the engine in working order, and providing against the inevitable wear and tear which all moving machines are subject to more or less according to circumstances.

Of all engines or machines the Locomotive is perhaps subjected to a greater amount of wear and tear than any we are acquainted with. There is scarcely any part of the engine that is not constantly undergoing deterioration and the consequent renewal and repair required to make it good. The fire-box is always being burnt away and getting thinner, almost imperceptibly it is true, but still the process is always going on, and after a time the metal becomes so reduced in thickness that at last a new fire-box becomes necessary; the same with the tubes, the destruction of which is even more rapid than the fire-box. This arises from an additional cause beyond the burning away by the heat of the fire, viz., the rubbing or grinding away the metal by the small ashes which are driven through them by the blast with considerable velocity; then the cylinders, pistons, and slides are always wearing, and so are axles, axle and connecting rod brasses, valve gearing, &c., and last, not least, the tyres of the wheels. The only parts of importance which are not actually subjected to wear and tear are the frames of the engine and the wheels, but even these unless made in a very substantial and solid manner, from the constant jar and vibration, after a time become shaky, and require to be renovated.

It is not surprising that the wear and tear of the Locomotive is excessive as compared with other engines, for all the conditions under which it works favor such a result. The combustion of the fuel is more rapid, and the heat of the furnace more intense, than in any other kind of engine. In the boilers of the Cornish pumping engines, which are the extreme representatives of slow consumption, the consumption of coal per hour on each square foot of the fire-grate is not more than 4lbs., and in other ordinary stationary engine boilers it ranges from perhaps 10lbs. to 20lbs. at the outside; but in Locomotive boilers the very lowest consumption is probably 50lbs. and this mounts up in some engines to perhaps 100lbs. of fuel consumed on each square foot of fire-grate per hour, so that the highest rate of consumption in the Locomotive is 25 times as great as the lowest burning Cornish boilers, and the average at least five times as great as in the quickest burning furnaces of ordinary stationary boilers.

Then, again, the speed at which the piston valves, pumps, and gearing of the locomotive are driven is something enormous when compared with the ordinary jog-trot speed of 220ft. per minute originally assigned to the old-fashioned Boulton and Watt engines. The speed of the piston in modern locomotives may be taken at from 500ft. to, perhaps, in fast express engines, 1,000ft. per minute, so that in this also there is a nearly corresponding excess over ordinary stationary engines, and thus, as with horses, "it is the pace that kills." These two causes would of themselves be sufficient to account for the rapid deterioration and wear and tear, but besides this the whole machine, instead of having the advantage, like a stationary engine, of being itself at rest on a solid foundation, is driving itself along and dragging the train behind it at a high velocity, and is in consequence subjected to a variety of concussions, jolts and strains, tending to loosen the parts that are fixed, and to derange those that are working; add to this the dust and grit stirred up from the road, which is for ever insinuating itself between the working parts and grind-

ing them away, to say nothing of the skidding and abrasion of the tyres, and we may form some idea of the difficulties the Locomotive has to encounter in fulfilling its daily task.

While all these causes of wear and tear are incessantly at work to shorten the life of the modern Locomotive, they are at the same time so variable, and are modified to such a large extent by the actual speed of the trains, the nature of the curves and gradients, and the state of the permanent way, that it is one of the most difficult problems to arrive at any correct general data as to either the life of the engine itself or the annual cost of repairs necessary to keep it in good working order.

When Mr. Bidder, some twenty years ago, conceived the idea of letting the working and maintenance of the rolling stock of the North Staffordshire railway by contract, he estimated the life of an engine at 300,000 miles run, and the cost of renewing and keeping the engine in good repair during that time at 1½d. per mile. The contract was taken on this basis to work the line for ten years. It appears, however, not to have turned out a very profitable one for the contractor, as at the expiration of the time he declined to renew it, and this accords with more recent experience, for both these data are considerably modified, the life of an engine being now estimated at from 450,000 to 500,000 miles, while the cost of maintenance more nearly approaches 3d. per mile than 1½d.

With regard to the first, the term "life of an engine" is at least a vague one, for it is difficult in some old engines to define either their beginning or end, as we believe there are some now in existence which have scarcely a single piece of the same material in them of which they were originally composed, and therefore if all the parts of an engine are constantly renewed as required, there is no reason why its life should not be indefinite; but the fact is, as time passes and improvements are introduced, such important alterations or modifications have to be made in the working parts, that the original model of 12 or 15 years ago no longer satisfies the requirements, and it is abandoned; and as about this time also the most important repairs of all would have to be made, viz., the entire replacing of the whole of the boiler, when this time arrives it is found more desirable for all reasons to supply the place of the old engine by a new one altogether.

The life of a boiler has been found to be about 350,000 train miles, but this may probably on some lines go up to 400,000 or even 500,000 miles, as its wear and tear would depend greatly on local circumstances, and particularly on the chemical qualities of the water employed. Assuming that the life of the engine is determined by the endurance of the boiler, and that if under favorable circumstances it will last the 500,000 miles, then during that time the fire-box will probably require to be renewed at least three times, the tyres of the wheels five or perhaps six times, the crank axles three or four times, and the tubes probably from seven to ten times; and the cost of making these renewals and repairs, together with other minor ones, will amount to from 12 to 13 per cent. of the original cost of the engine, and according to its size from 2½d. to 3½d. per train mile run by it. This cost as compared with the cost of fuel taken at an average price will be found to exceed it in about the proportion of 3 to 2, or in round numbers to be about 50 per cent. greater; unfortunately, however, it does not appear to offer a like field for the exercise of economy as the other, for high speeds are a necessity, and so long as they prevail the wear and tear must be proportionately heavy. This seems to be borne out by the experience of the last thirty years, for while, as we explained in a former article, the cost of fuel has been reduced something like 60 or 70 per cent., the cost of renewals and repairs has scarcely in that time been reduced 25 per cent., although it must be admitted that this reduction has been accompanied with considerable increase in speed; but, on the other hand, it is no doubt principally due to the improved and more

economical means introduced of executing the repairs than in a diminution of the actual wear and tear, and this, together with a close attention to the practical details, the selection of the best materials, the use of suitable feed-water, and adapting the engines to run round the sharp curves now in vogue, are the chief means by which economy can be effected. A great advance has been made in the use of steel in the place of iron for the axles and for the tyres of the wheels, by which their durability has been greatly increased. The best iron tyres usually require re-turning after running about 10,000 miles, and are completely worn out by the time they have run about 30,000 miles, but good steel tyres will run about 30,000 miles before they require re-turning, and will complete on an average 90,000 or 100,000 miles before they are worn out.

There is one great source of wear and tear to which the wheels of the tender and break vans are subjected, and for which a remedy should if possible be found, viz., the skidding of the wheels on the rails when the break is applied. This system of pulling up the train is most injurious and unmechanical; not only is the material of both the wheel and the rail rapidly ground away, but the wheel, after great pains have been bestowed upon it to turn it true is ground into a number of flat facets, so that if accurately gauged instead of being circular it would present the figure of a many sided polygon, which at high speeds greatly increases the jolting and concussions, adding to the wear and tear of both rails and rolling stock. It certainly does appear absurd to go through a double process in putting the break into action by first applying the break-block to retard or stop the wheel, and the wheel to the rail to stop the train, and by so doing injuring both the wheel and the rail, when the break-block might just as easily be applied to the rail itself, and both the wheel and the rail saved, and a greater retarding power obtained. Another source of destruction to the tyres is the sharp curves that have to be traversed by engines with long wheel bases, fixed axles, and rigid framing. These evils are beginning to be understood, and a remedy has been proposed by Mr. Fairlie in his twin bogie engine, the working of which has proved very satisfactory, and Mr. Adams with the same view has introduced radial axle boxes which by providing a lateral motion in the axles, allow the wheels to accommodate themselves to any curve they may be passing round. These improvements are all in the right direction, for it is only by assimilating the engine to the work it has to perform, enabling it to go through that work in strict accordance with mechanical principles, that wear and tear will be reduced and economy effected.

☞ The Providence Journal says that the Boston, Hartford and Erie Railroad Company have filed their \$100,000 bond, with \$100,000 in money as collateral security, in the office of the General Treasurer of Rhode Island, conditioned to locate their new railroad from Providence to the State line in Cumberland by the first of January next, and to construct and complete it within two years from that time. The surveys of the whole line in both States have been made.

☞ The Peru, Warsaw and Goshen Railroad Company was recently organized at Warsaw by the election of a board of directors, with Dr. E. W. H. Ellis, as President; Judge J. S. Frazier, Vice-President; C. W. Chapman, Treasurer; and Gen. M. S. Hascall, Secretary. This company proposes to build a southern outlet for the line now in operation from White Pigeon, through Three Rivers, Kalamazoo, and Allegan to Grand Rapids.

☞ The new road between Columbia, S. C., and Augusta, Ga., has been completed. Trains are now run through from Charlotte, N. C., to Augusta, Ga.; running time, 12 hours.

Iowa Railroads.

The gross earnings of the Iowa Railroads for the year 1868, were as follows:

Chicago and Northwestern.....	\$3,371,682
Dubuque and Sioux City.....	970,696
Dubuque Southwestern.....	172,427
Cedar Falls and Minnesota.....	55,465
Sioux City and Pacific.....	127,000
Des Moines Valley.....	710,240
Chicago, Rock Island and Pacific.....	1,051,828
Burlington and Missouri River.....	841,653
Council Bluffs and St. Joseph.....	153,854
McGregor Western.....	498,235
Keokuk and St. Paul.....	71,846
Dunleith and Dubuque Bridge Co.....	2,708
Dubuque street Railroad.....	10,758

The May products of the Lake Superior copper mines were as follows: Hecla, 250 tons; Calumet, 175 tons; Quincy, 115 tons, 768 pounds; Huron, 53 tons; Ridge, 13 tons, 1,515 pounds; Knowlton, 8 tons, 1,492 pounds; Evergreen Bluff, 11 tons, 129 pounds; National, mass, barrel and stamp, 18,464 pounds; Pewabic, mass, barrel and stamp, 50,155 pounds; Franklin, mass, barrel and stamp, 72,387 pounds.

The last rail on the twenty miles of the Grand Rapids and Indiana Railroad, on the completion of which, by the first of July, a valuable land grant depended under the Michigan laws, was laid on Monday, the 21st of June.

WHEEL BARROWS,

MANUFACTURED BY PUGSLEY & CHAPMAN,
30 Platt Street, N. Y.

**POOR'S MANUAL
OF THE****Railroads of the United States
for 1869-'70.**

SHOWING THEIR MILEAGE, STOCKS, BONDS, Cost, Traffic, Earnings, Expenses, and Organizations; with a sketch of their Rise, Progress, Influence, etc.—Together with an APPENDIX, containing a full analysis of the Debts of the United States, and the several States.

For Sale at this Office,

Price \$5.00

Mississippi River R. R.**TO CONTRACTORS.**

SEALED PROPOSALS will be received by the undersigned, at the office of the Company, No. 450 Main street, Memphis, Tennessee, until 12 o'clock noon, on the 20th day of July, 1869, for the Clearing, Graduation, Masonry, Bridging and Cross-ties necessary to complete the above road from Memphis to Covington, about thirty-six miles, ready for the iron rails. A large portion of the work is heavy, and well worthy the attention of contractors. As it is the intention of the Board to place the entire road to Cairo under contract as soon as the surveys are completed.

Proposals may be made for cash, or for county bonds, or for part cash, county bonds and stock.

Plans, profiles and specifications are now ready for inspection at the Company's office, by application to Thos. H. Millington, Chief Engineer, from whom all necessary information may be obtained.

Proposals will be received for the whole work, or in divisions.

The right is reserved to reject any and all bids not deemed satisfactory.

[Signed] A. S. MITCHELL,
President Mississippi River Railroad.
Memphis, Tenn. June 23, 1869.

FOR SALE OR HIRE.

4 SECOND HAND PASSENGER CARS, 4 feet 8 1/2 inch gauge. Two seat 60; two 48 persons.

JACKSON & SHARP,

Delaware Car Works,

Wilmington, Del.

4125

CARS FOR SALE.

2 FIRST CLASS BAGGAGE CARS, 40 feet Long—Compromise Gauge. For further particulars, address

W. M. KASSON,

4127

Buffalo, N. Y.

WOOD, LIGHT & CO.,

MANUFACTURERS OF

ENGINE LATHES,

From 15 to 100 in. Swing, and from 6 to 30 feet long.

PLANERS,

To Plane from 4 to 30 feet long, and from 24 to 60 in. wide

Nasmyth's Steam Hammers, Gun Machinery, Mill Work, Shafting and Hangers, Patent Self-Oiling Box.

Warehouse: 107 Liberty Street, New York City. Manufacturing Junction Shop, Worcester, Mass.

TO RAILROAD CONTRACTORS.**Memphis, El Paso and Pacific
RAILROAD COMPANY.**

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
66 Exchange Place,
New York, June 8th, 1869.

SEALED PROPOSALS will be received at the above Office, until September 1st, 1869, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

FIRST—The last Fifteen miles on the First Division of One Hundred and Fifty Miles, between Jefferson and Paris, Texas, commencing Eight miles east and extending Seven miles west of the town of Clarksville, in Red River County.

SECOND—One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined after the FIFTEENTH OF AUGUST, 1869, at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places after August 1st, 1869.

Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

Work upon the First Division must be completed by March 1st, 1870.

The Second Division must be finished by October 1st, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Pittsburg and Connellsville Railroad.

ENGINEER'S OFFICE PITTSBURG & CONNELLSVILLE R.R. }
Pittsburg, June 3d, 1869.

THE GRADUATION, MASONRY and BALLAST upon the following Sections of the PITTSBURG AND CONNELLSVILLE RAILROAD, have been allotted, by the President and Directors of the Company, to the parties named below in connection with the same—viz:

To RALPH JONES & CO.—Sections, 67, 68, 69, 70, 71, 72, 75, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105.

To JOHN DONAGHUE & BROTHERS—Sections 107, 143, 144.

To MEYER, BRODHEAD & CO.—Sections, 113, 114, 120, 121, 122, 123, 124, 125, 126, 127.

To DEWEES & CLARK—Sections 118, 119.

To PATRICK KEATING—Section 108.

To JOHN WILHELM—Section 109.

To EDWARD KERNS & BROTHER—Sections 131, 132, 137.

To BRACKEN & FITZPATRICK—Section 133.

To B. B. GONDER—Sections 134, 135.

To ALEXANDER B. BUCHANAN—Section 136.

To P. R. HOWLEY—Section 138.

To GEORGE W. HARRISON—Section 139.

To NATHAN SHIPLEY—Sections 141, 142.

To MANFULL & ROSS—Sections 77, 78, 79.

The remaining 35 Sections between Connellsville and Cumberland having been contracted for previously, the whole line of 86 miles between those points is now under contract to responsible parties, and there will be ample and steady employment for labor thereon during this year and the next.

BENJ. H. LATROBE, Chief Engineer.

**THE UNION IRON MILLS,
OF PITTSBURGH.**

N. Y. Office 19 Broad Street,

ROOM NO. 42.

Beams, Girders, Channel Bar, Angles, Plates, Post Iron, Splice Bars, Axles, &c.

Special Attention given to Unusual Shapes, Sizes and Lengths.

ALL IRON WARRANTED.

**WATSON'S
NEW & COMPLETE****RAILROAD MAP,**

OF THE

United States and Canada.

SIZE, 3 1/2 BY 4 1/2 FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

PRICE—Mounted on Rollers, \$3 00
" In Pocket form, (free by mail,) 2 50

Address GAYLORD WATSON,

Agents' General Depot for Maps and Charts

16 Beekman-st., N. Y.

ROME, WATERTOWN AND OGDENSBURG RAILROAD.—VICE PRESIDENT'S OFFICE, No. 12 College Place, New York, June 12th, 1869.—This Company will pay a semi-annual dividend of FIVE (5) per cent., free, on and after the 15th July, to stockholders of record at this date. Transfer books will remain closed from date till the 1st July. Stock registered in New York will be paid at the Mercantile Bank for 60 days. All other at Watertown.

J. A. LAWYER, Treasurer.

**Proposals for \$2,767,000
Tax Relief Bonds of the City
of New York.**

SEALED PROPOSALS will be received at the Comptroller's office, until TUESDAY, June 29, 1869, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the sum of \$2,767,000, of "Tax Relief Bonds of the City of New York," authorized by Sec. 2 of Chap. 876, Laws of 1869.

Said bonds are to be issued for the purpose of providing means to redeem the Family Aid Fund Bonds of the City of New York, due Nov. 1; that portion of the county debt, due Nov. 1, and the quota of the State tax to be levied on account of State debt chargeable to the County of New York during the present year.

The bonds will bear interest at the rate of seven per cent. per annum, payable semi-annually, on the 1st day of May and November in each year, and the principal will be redeemed on the 1st day of July, in the year 1879.

The proposals will state the amount of bonds desired, and the price per \$100 thereof; and the persons whose proposals are accepted, will thereupon be required to deposit with the Chamberlain the sums awarded to them respectively, together with any premium thereon.

The "Family Aid Fund Bonds, No. 5," of the City of New York, due Nov. 1, 1869; the Bonds of the County of New York, entitled "New York County Bonds for the repayment of Taxes," due Nov. 1, 1869; and the "Revenue Bonds of the City and County of New York, of 1869," will be accepted at their par value and accrued interest, in payment, on account of any proposals made for the aforesaid Tax Relief Bonds of the City of New York, which may be accepted; and in such cases the adjustment will be made at this office and the new bonds issued.

On presenting to the Comptroller the receipts of the Chamberlain for deposits made with him on account of the aforesaid loan, the parties will be entitled to receive bonds for equal amounts of the par value of the sums awarded to them, bearing interest from the dates of payment.

This loan, without increasing the debt of the City, offers an investment to companies and individuals unrivaled in security and for a period of years.

Each proposal should be sealed and indorsed, "Proposals for Tax Relief Bonds of the City of New York," and inclosed in a second envelope addressed to the Comptroller.

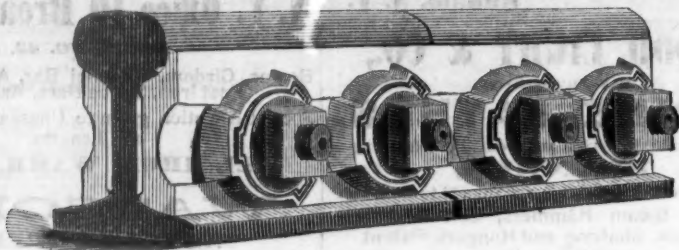
The right is reserved, on the part of the Comptroller, to reject any or all of the bids if, in his judgment, the interests of the Corporation require it.

RICHARD B. CONNOLLY, Comptroller.
City of New York, Department of Finance, Comptroller's Office June 19, 1869.

The time for receiving Proposals for the above designated Bonds IS HEREBY EXTENDED to THURSDAY, July 8th, 1869, at the same place and hour.

RICHARD B. CONNOLLY, Comptroller,
Department of Finance,
Comptroller's Office, June 24, 1869.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

- That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
- That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
- That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
- That it can be applied in repairing and relaying with the least trouble and delay.
- That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

STEEL & IRON RAILS,
American, English & German,
FROM WORKS, YARD OR
EUROPEAN SHIPPING PORT,
For sale by
HEYERDAHL, SCHONBERG & CO.,
22 William Street New York.

HARRISBURG
Car Manufacturing Co.,
HARRISBURG, PENNSYLVANIA,
MANUFACTURE
Passenger, Mail, Baggage, Box, Gondola, Coal,
and all other kinds of

RAILROAD CARS,
RAILROAD CAR WHEELS AND CASTINGS,
BRIDGE AND ROLLING MILL CAST-
INGS, BRIDGE RODS, BOLTS,
AND
RAILROAD FORGINGS.
W. T. HILDRUP, Superintendent.
WILLIAM CALDER, President.

EAST RIVER SCREW BOLT WORKS.
RYLANCE & CASKELL,
Manufacturers of Screw Bolts,
No. 433 EAST 25th ST., N. Y.

Jonathan T. Hobby,
MATHEMATICAL Instrument Maker, Greenwich
Street, Hempstead, Long Island, N. Y.

WILLIAMS, PAGE & CO.'S
PASSENGER CAR LAMPS
FOR KEROSENE OR COAL OILS.
Centre Lamps for High Roof Cars.
SIDE LAMPS AND SALOON LAMPS.

THESE Lamps, now in use on a large number of Rail-
roads are very neat and ornamental, and being enclosed
in a Brass Case which is firmly secured to the car, entirely
avoid the dripping of oil on Passengers
and Car Cushions.

The Light is very strong and brilliant, lighting up
the Cars so as to give them that bright and cheerful ap-
pearance so much desired by roads for the pleasure and
comfort of their Passengers. These Lamps are strong and
durable, and are as easily taken care of as any in use. A
full sized drawing sent when requested.

The Saloon and Water Closet Lamp is the same form as
the Side Lamp, but about half the size.
Manufactured and for sale by

WILLIAMS, PAGE & CO.,
91 Water St., Boston, Mass.

BIGELOW & JOHNSTON,
BROKERS.
New and Old Rails,
Fish Bars, Bolts and Nuts,
Chairs and Spikes,
Car Wheels and Axles,
Steel and Iron Tyre,
Pig, Bar and Scrap Iron, Etc., Etc.,
48 Pine-St.,
EDWARD P. BIGELOW, } NEW YORK.
JAMES JOHNSTON.

THE OFFICE OF
THE MEMPHIS, EL PASO AND PACIFIC
RAILROAD COMPANY
IS PROVISIONALLY LOCATED AT
521 32 BROAD STREET.

PACIFIC MAIL Steamship Company's THROUGH LINE TO California and China.

Through rates, New York to San Francisco:

First Cabin.	Second Cabin.	Steerage.
Outside. \$275	Inside. \$225	\$150
		\$75.

CHANGE OF SAILING DAYS.

Steamers of the above line leave Pier No. 42 North River,
foot of Canal street, at 12 o'clock noon,

On 1st, 11th and 21st,

except when those days fall on Sunday, then the day
previous.

One hundred pounds baggage free to each adult. Medi-
cine and attendance free.

July 10. ALASKA, CAPT. GRAY, connecting with
CONSTRUCTION, CAPT. HUDSON.

Steamer leaving July 10, connects closely with steamer
OREGONIAN, leaving San Francisco Aug. 4, for China
and Japan.

NOTICE TO SHIPPERS—Freight for steamer
ALASKA received until 4 P. M. on FRIDAY, July 9.
All usual facilities afforded shippers in collecting inland
charges, &c.

For freight or passage tickets and all further information
apply at the Company's ticket office on the wharf, foot of
Canal street. F. R. BABY, Agent.

A. WHITNEY & SONS CAR WHEEL WORKS,

Callowhill and Sixteenth Sts.,

PHILADELPHIA, PENN.
FURNISH CHILLED WHEELS for Cars, Trucks, and
Tenders. CHILLED DRIVING WHEELS and
TIRES for Locomotives. ROLLED and HAMMERED
AXLES.

WHEELS and AXLES FITTED COMPLETE

EDWARD J. ETTING,
105 Walnut St., Philadelphia,
MANUFACTURERS' AGENT FOR THE SALE OF
AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern,

For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of
Old Railroad and Scrap Iron

CONSIGNMENTS SOLICITED.

Robert Merrill & Sons,
MANUFACTURERS OF
Ship's Compasses,
BINNACLES, LOGS, &c.:
Surveyor's & Engineer's Instruments,
MARINE, OPERA & FIELD GLASSES,
Sextants, Quadrants and Spy Glasses,
141 Water-St., N. Y.

ODDIE & CO.,
Stock, Bond & Gold Brokers,
35 WALL STREET,
NEW YORK.

ORVILLE ODDIE, JOHN W. ODDIE.
(Late Oddie, St. George & Co.)

Holden, Hopkins & Stokes,
104 & 106 JOHN ST., NEW YORK,
Importers and Dealers in

IRON AND STEEL,
Also Agents for

Oxford Iron Company, Oxford,
CUT NAILS AND SPIKES,
AND RAILROAD SPIKES.
Agents "New Haven Car Company."

HAMILTON SQUARE
RUBBER WORKS.

C. V. MEAD & Co.,
Manufacturers of Superior Quality

INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD.

B. L. HUTCHINSON.

B. S. MANNING.

G. W. NORTON.

VOSE, DINSMORE & CO.,

National Spring Works,

Manufacturers of

Volute, Rubber Center Spiral,

Compound Spiral, India Rubber,

And other

RAILWAY CAR SPRINGS

No. 1 Barclay-st., No. 15 La Salle-st.,
NEW-YORK. CHICAGO.

HEBBARD CAR SPRING CO.,

MANUFACTURERS OF

Patent Right and Left Spiral
STEEL CAR SPRINGS.



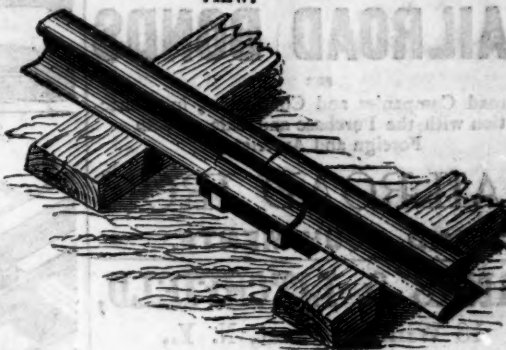
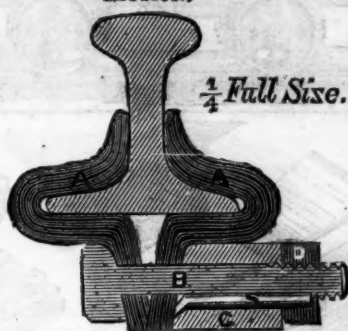
M. B. WASHBURN, Gen. Agent.
137-141 ELM STREET, N. Y.

Scott's Wrought Iron Clamp Truss Joint
FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a **TRUSS**, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is **SIMPLE**, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.



VIEW AND SECTION show position in place. A.—Is **CLAMP-TRUSS**. B.—Are two 1/2 inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The **LOCK** of the **NUT**, which prevents its jarring loose.

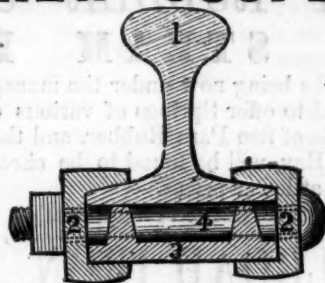
The patentee is prepared to fill orders sufficient for four miles of track per day. Provision has been made to prevent sliding of the rails.

Particulars, address

JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

And **BENJ. SCOTT,**
New Brighton, Pa.

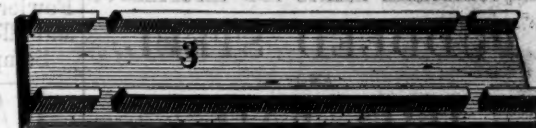
THE PHOENIX IRON COMPANY'S
PATENT
NEW SUSPENSION RAIL JOINT.



Cross Section of Rail Joint.



Side Clamps 14 in. long, showing Rail Stop.



Bottom Ribbed Plate, 14 in. in length.

The above diagrams show the general design of this new **Suspension Rail Joint**, which, after long and successful trial on the Philadelphia, Wilmington and Baltimore, and other Railways, is now offered to Railway Companies. The cut on the left gives a cross section of the finished joint, showing the rail (1) resting upon the ribs of the bottom plate (3), with the flanges of the rail and the bottom plate embraced by the side clamps (2) and held firmly in place by bolts (4). In screwing up these bolts, the bite or grip between the bevel on the side clamps corresponding with the bevel on the flanges of the rail, insures great vertical and lateral rigidity to the joint.

Several careful tests have proved that the deflection of two pieces of rail thus fastened at their joints and subjected to a transverse strain between supports five feet two inches apart, was but a trifle more than that of the same rail uncut, tested in the same way. The value of the joint in this respect was 85 per cent. of that of the solid rail, while the best fish joints, similarly tried, gave less than 50 per cent.

No holes are required to be punched through the neck of the rail, nor slots in the flanges, only a quarter circle notch of about half an inch radius is necessary to be cut out of the corner of one of the flanges of the rail to fit the "stop" shown in the upper right hand cut. This is a very important consideration, as holes punched or drilled in the neck are apt to split the rail longitudinally, and in *Steel Rails particularly*, is the principal cause of breakage.

All that portion of the joint, shown in the cut of cross section, below the bottom of the rail, bears endwise against the cross-ties, and prevents any creeping of the track. It makes a very firm joint, does not get out of order, and can be fitted to any size of rail. When ordering, send a sample piece of rail two feet long. Address,

PHOENIX IRON COMPANY, Philadelphia, Pa.

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,
20 Reade street.

GERMAN STEEL AND HARDWARE

For sale by

LOUIS WINDMULLER & ROELKER,
20 Reade street

RICHARD B. OSBORNE,
CIVIL ENGINEER,

No. 431 Walnut street, Philadelphia.

RAILROAD TIES,

WHITE OAK, CHESTNUT AND CEDAR.

Pig, Bar and Railroad Iron. Steel Rails.
OLD RAILS, SCRAP IRON, &C.
HOLLINS, KIRKUP & CO.,
12 Dey-Street, N. Y.

Hemp Packing.

BEST HACKLED HEMP PACKING,

For Sale by

WILLIAMS, PAGE & CO.,

91 Water St., Boston.

S. W. HOPKINS & CO.,
68 OLD BROAD ST., LONDON.

AND
69 & 71 BROADWAY, N. Y.,
NEGOTIATE, IN EUROPE & AMERICA,
every description of

TOWN, COUNTY, CITY, STATE.

RAILROAD BONDS

FOR
Railroad Companies and Contractors, in connection with the Purchase and Sale of both Foreign and American

RAILROAD IRON AND EQUIPMENTS.

DANAS & LITCHFIELD,

18 William Street, N. Y.,

MANUFACTURERS' AGENTS FOR THE SALE OF
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RAILROAD IRON

Of every Size, Weight and Pattern,

For Steam and Street Roads.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Special attention paid to the Purchase and Sale of
Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

HERMANN BOKER & CO.

50 CLIFF STREET,

NEW YORK,

MANUFACTURERS' AGENTS AND IMPORTERS OF

PUDDLED STEEL,

AND

IRON RAILS,

FROM THE

Funcke & Elbers Steel and Iron
Works,

TYRES, AXLES, SPRINGS, & C.

NAYLOR & CO.

NEW YORK, BOSTON, PHILA.,
99 John St. 80 State St. 208 So. 4th St.

CAST STEEL RAILS, CAST STEEL TYRES.

Cast Steel Frogs, and all other Steel Material for Rail
way Use.

House in London:

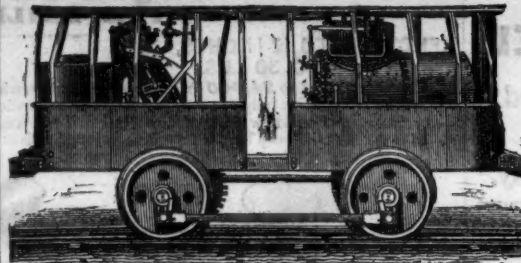
NAYLOR, BENZON & CO.,
34 Old Broad Street

who give special attention to orders for

RAILROAD IRON,

as well as Old Rails, Scrap Iron & Metals.

GRICE & LONG, LOCOMOTIVE AND CAR BUILDERS.

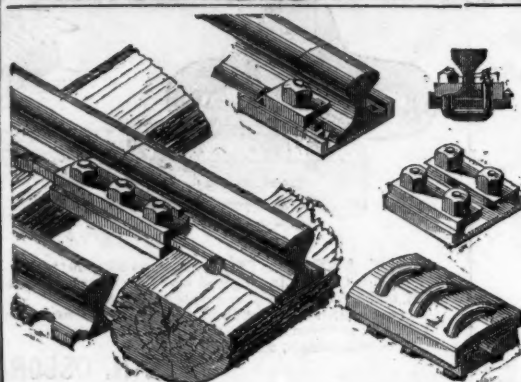


MINING LOCOMOTIVES,
FURNACE LOCOMOTIVES,
CONTRACTORS' LOCOMOTIVES,
QUARRY LOCOMOTIVES,

SHIFTING LOCOMOTIVES,
Adapted to Tunnels, having 5 1/2 feet headway, and
30 inches gauge of road, and upward. The min-
ing engines are now being worked at Summit Hill
mines at a cost of \$4 per day.

CARS OF ALL DESCRIPTIONS.

Office & Works, 1340 Beach St., Philadelphia.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has
been proved by eight years' use on dif-
ferent Roads.

MEAD RUBBER COMPANY,

12 Vesey Street, New York.

MANUFACTURERS OF

INDIA RUBBER CAR SPRINGS AND STEAM PACKING.

Our Works being now under the management of a competent Superintendent, we
are prepared to offer Springs of various qualities and prices to suit. Our A No. 1
Spring made of fine Para Rubber, and the Compound used by the Patentee, the late
Fowler M. Ray, will be found to be cheaper than others made, from inferior stock
and offered at lower prices.

Sample sets forwarded on application. All Springs fully warranted.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for de-
livery in New York and other markets in the United
States and England. For sale by

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York

SCOTCH PIG IRON.

ALL THE APPROVED BRANDS OF
NO. 1 SCOTCH PIG IRON.

In Yard, on Dock and to Arrive,

In Lots to Suit Purchasers. Apply to
HENDERSON BROTHERS,
6 Bowling Green,
New York.

WILLIAM H. PETIT,

MANUFACTURERS' AGENT FOR THE SALE OF
STEEL RAILS,

Railroad Iron,

OLD AND NEW.

Pig, Scrap Iron, Old Car Wheels,
AND OTHER METALS.

Locomotives & R. R. Supplies.

Old Rails Re-Rolled and Exchanged for New,
72 WALL STREET, N. Y.

"Important to Railroad Companies."

SAFETY,

EFFICIENCY,

DURABILITY,

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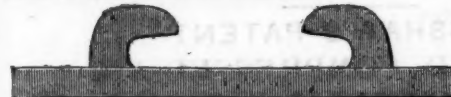
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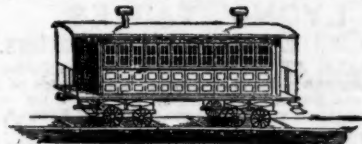
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4. " " " 1 1/2 to 1	16. " " " 1 1/2 to 1
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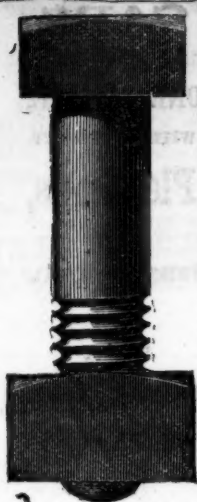
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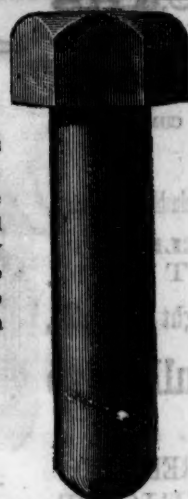
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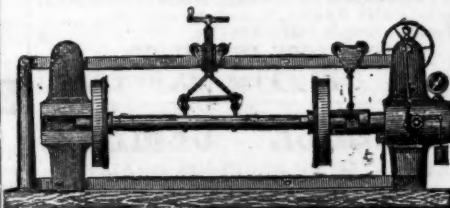
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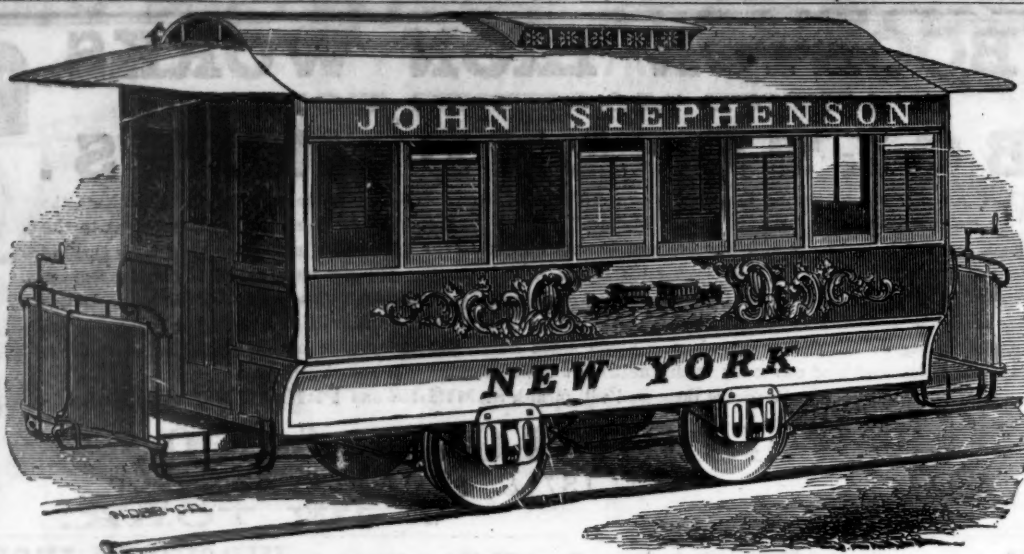
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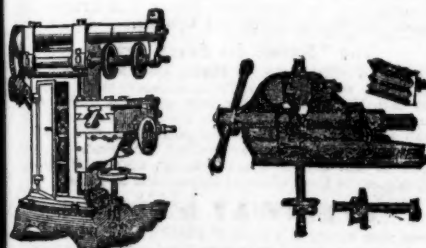
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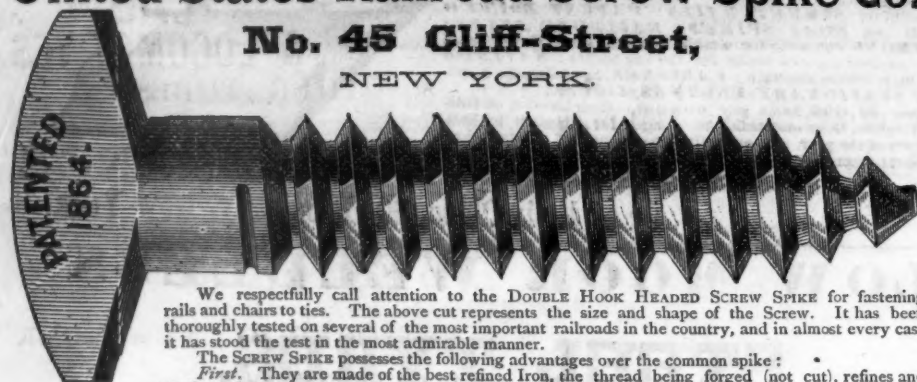
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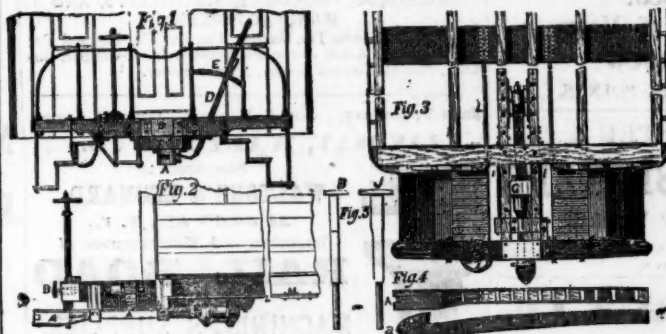
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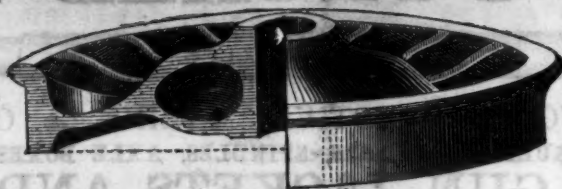
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